

# THE WAR IN PICTURES

JAN 5<sup>th</sup> 1918

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# Leslie's

*Illustrated Weekly Newspaper*

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463

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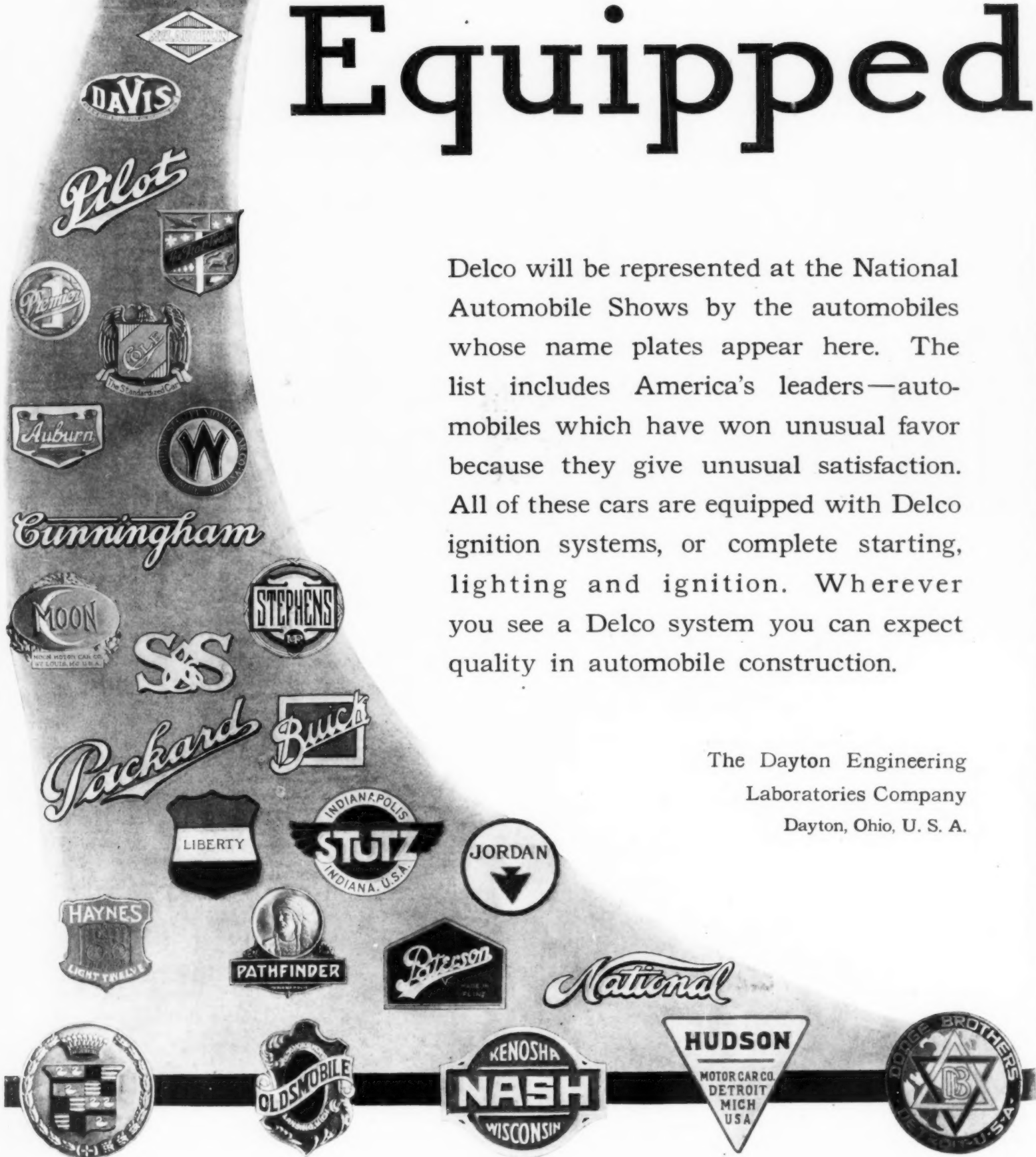
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AP<sub>2</sub>  
L52

Delco will be represented at the National Automobile Shows by the automobiles whose name plates appear here. The list includes America's leaders—automobiles which have won unusual favor because they give unusual satisfaction. All of these cars are equipped with Delco ignition systems, or complete starting, lighting and ignition. Wherever you see a Delco system you can expect quality in automobile construction.

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Dayton, Ohio, U. S. A.





# THE HUN AT PLAY



The Boches were bored. To be shut up for three months in a deserted chateau in the heart of Normandy was no small hardship for the five Prussian officers accustomed to the gayeties of Berlin. To be sure, during their enforced stay, they had found entertainment in acts of vandalism, after the manner of their kind. Mutilated family portraits, priceless Flemish tapestries cut to ribbons, fine old mirrors cracked by pistol bullets, and the hacked and broken furniture that littered the spacious apartments of the chateau, all bore eloquent testimony to the favorite pastime of the Hun. But even this sport for the moment had palled. Outside the rain descended in torrents. As the brandy and liqueur passed from hand to hand, suddenly the Captain has an inspiration. A soldier is despatched to a nearby city. In the evening he returned. What the nature of his errand was; how the table was laid and the fun grew fast and furious as the champagne flowed; how in an access of alcoholic patriotism toasts were proposed by the chivalrous Prussians reflecting on the bravery of the men and the virtue of the women of France; what happened to the Baron—is told as only Maupassant could tell it in the story *Mademoiselle Fifi* found in this superb *Verdun Edition* of

## THE COMPLETE WORKS OF GUY de MAUPASSANT

THE BEST ENGLISH TRANSLATION—COMPLETE—LITERAL—UNEXPURGATED

While the eyes of the whole world are centered on our gallant ally, France, and her heroic struggle against a ruthless invader; with the ghastly picture before us of the brutal atrocities committed by an inhuman foe on her civilian population, her women and young girls; while the smoke still rises from her destroyed cities and profaned temples, and the crash and thunder of her guns are heard from Calais to the Vosges as she hurls defiance at her treacherous enemy—nothing could be more timely than the publication of this Complete Collection of the works of France's most gifted son, Guy de Maupassant, in whom realism reached its culminating point and the short story the perfection of its art, and whose stories of the Franco-Prussian War, told with relentless realism, will be read now with a new interest and a fuller appreciation of their verity, in the light of current events. But if such stories as *Boule de Suif*, *Madame Sauvage*, and *Mademoiselle Fifi* first raised Maupassant to the highest pinnacle of literary fame, that position was rendered secure for all time by his other matchless series of novels and stories covering the widest range of human emotion and experience, in which every kind of character, good or bad, yielded material for his art. Literally translated, all these will appear in the *Verdun Edition* which will be published soon in a form unapproached by any previous edition ever offered on this side of the Atlantic.

OVER 350 NOVELS, STORIES, POEMS

Guy de Maupassant observed life with a miraculous completeness and told what he saw with an intensity of feeling and with a precision which leaves the reader delighted and amazed. He was the most exact transcriber of life in literature. His novels and stories, all of which will appear in the *Verdun Edition*, leave the impression of the clearest, frankest, most solid reality; as if each phase of life in every stratum of society had been detached piece by piece, stripped of all conventional complexity, and so presented to the reader. His was the incomparable gift of understanding life, which is the heritage only of the greatest geniuses.

In comparison with his novels and stories all others appear artificial and labored. Maupassant does not preach, argue, concern himself with morals, and has no social prejudices. He describes nothing that he has not seen, and shows men and women just as he found them. His language is so simple and strong that it conveys the exact picture of the thing seen. His choice of subjects is always redeemed by an exquisite irony and art.

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It is a remarkable fact that, without exception, editions of Maupassant heretofore accessible to the American reading public have contained illustrations not only crude in execution but, in their relation to the text, nothing less than grotesque caricatures.

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**T**HE 300,000 motor trucks now in operation in this country displace 1,200,000 horses, requiring as per government estimate, 6,000,000 acres to feed them. That acreage would feed 2,000,000 people. If the entire 24,000,000 horses in the country could be displaced by motor trucks and power machinery, the saving in acreage would feed 40,000,000 people.

This extreme of course can not be realized. Horses are still needed for many kinds of work. But millions of them can be eliminated by a more extensive and efficient use of motor trucks. The saving in food supply would be enormous.

So much for *food conservation*. The part played by motor trucks is no less important in food *distribution*.

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If transportation was bad last winter, it is worse this winter. The Nation is at war. Rail traffic is very much heavier. Food supplies are less available. They must be moved freely and quickly **AS NEEDED**, in all kinds of weather, if our large cities are to be fed.

The strain upon trucks will be terrific. It is necessary to make the utmost use of equipment. Full loads must be carried over rough roads at high speed. Through snow, mud, and ruts, heavily laden units will have to battle their way daily and hourly.

A steady stream of motor transport is required to replace the short haul by rail.

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Established December 15, 1855

Edited by JOHN A. SLEICHER

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10 cents a copy—\$5.00 a year.

CXXVI SATURDAY, JANUARY 5, 1918 No. 3252

## To Win The War

By ARTHUR REYNOLDS of CHICAGO

**T**HIS war will be won through the hearty and self-sacrificing cooperation of the American people. The mines, lumber camps, factories, railroads, all must be operated on the highest standard of efficiency. Production must not lag anywhere, for we shall need materials as never before. The farmer is the essential element in the whole scheme. His acres should be made to bring forth produce in abundance. Even then there will be no surplus until long after peace is declared. He will reap handsome profits. Sacrifice does not mean the giving of life or possessions alone, but he who surrenders ease and leisure heroically to labor for the increase of materials and food with which to support our Government and its fighting forces will be doing his part along with the patriot who shoulders the rifle and goes to the front.

## Unpardonable Unpreparedness

**I**T is unfair and unpatriotic to nag the Administration and to pick flaws in every war-time step that it has taken. Since, however, the one big objective of the country is to win the war, it is both fair and patriotic to point out serious errors of judgment, it matters not how sincerely made. The hearing by the Senate Military Affairs Committee has revealed official acknowledgment of deficiencies in guns that would be fatal were our Allies not able to supply our immediate needs. The country is lacking absolutely big guns. It has been impossible, in the nine months we have been at war, to equip our army with heavy artillery. Years are required for its manufacture, and pacifist sentiment in Congress and throughout the country, prior to the outbreak of the war, is in part responsible for our helplessness.

Responsibility for our humiliating lack of machine-guns is more easily fixed. Machine-gun battalions have been called into training and the War Department has been unable to furnish them with a single gun. Owing to delays in settling upon a type, the ordnance bureau announced that no machine-guns would be ready until next April. Asked by the Senate Committee who was responsible for this delay, General Crozier answered, "The Secretary of War." It is nothing short of disgraceful that the country which gave to the world the machine-gun now finds itself at war, and as the result of quibbling over types, absolutely lacking in this most essential weapon both of land and air fighting.

And can there be reasonable excuse for the lack of winter clothing and blankets in so many cantonments? If soldiers are able to go to the stores and buy winter underclothing with their own money, it seems that the Government ought to have been able to provide it. The best proof that the Senate investigation has been productive of good is the creation of a War Council within the War Department, to co-ordinate the work of war preparation. The President is bending every effort to make the

weight of the United States felt in the war, yet one cannot but recall that his message to Congress in December, 1914, in which he argued against military preparedness, had much to do with the helpless condition in which the country found itself when the war declaration was made.

The same pacifist sentiment is still in the War Department. The Secretary of War is opposed to universal military training and to the consideration or formation of a permanent military policy at this time, as such a policy, he says, will "inevitably be affected by the arrangement consequent upon the termination of the present war." The people of the United States ardently hope that this war will deal a death blow to militarism, and that there may be a league of nations to enforce peace in the future. But no man knows what the outcome will be, or what the final result if the Allies are victorious.

The argument of the Secretary of War is the same pacifist pleading that has put the country in its present unprepared state. The same laws of human nature apply to nations as to individuals, and if the United States comes to the end of the war without a military policy, we shall not have the influence we should have in settling the future policy of all the nations. The nation with an effective fighting force and with a military policy is the one whose voice will be heeded about the peace-conference table.

## A Neighborhood Expander

**T**HE automobile has made neighborhood a bigger term. With a good car it is as easy to visit your friend ten miles distant as it used to be to call on one within sight of your home. Not only has the automobile enlarged the neighborhood, it has in a sense made the whole country one neighborhood, and broken down sectional lines.

It is an interesting study during the touring season to note the States from which cars hail as they speed by on pleasure bent. Remote parts of the Union will be found represented in every popular touring section. Those who travel by automobile come into more intimate touch with the country than those who travel by train. The car goes right by the door; the life of the people unfolds in an ever-changing panorama.

The motorist who keeps his eyes open can get a knowledge of the country and the people excelled only by that of the pedestrian as he moves at his snail-like pace. Added knowledge always means the break-down of sectional lines. Give credit, then, to the automobile as a unifying influence in national life.

## The Plain Truth

**DETECTIVES!** Although New York City has been congratulating herself on the elimination of graft from the police department, the revelations in the Ruth Cruger murder case brought to light a degree of stupidity in the detective bureau that is disconcerting. Men are on the detective force who have not the ability, the temperament or the training for the common form of police work. Criminology has become a science, as developed, for example, by Prof. Hans Grass in his crime laboratory and museum at the University of Graz in Styria. Here the theory of crime and crime detection

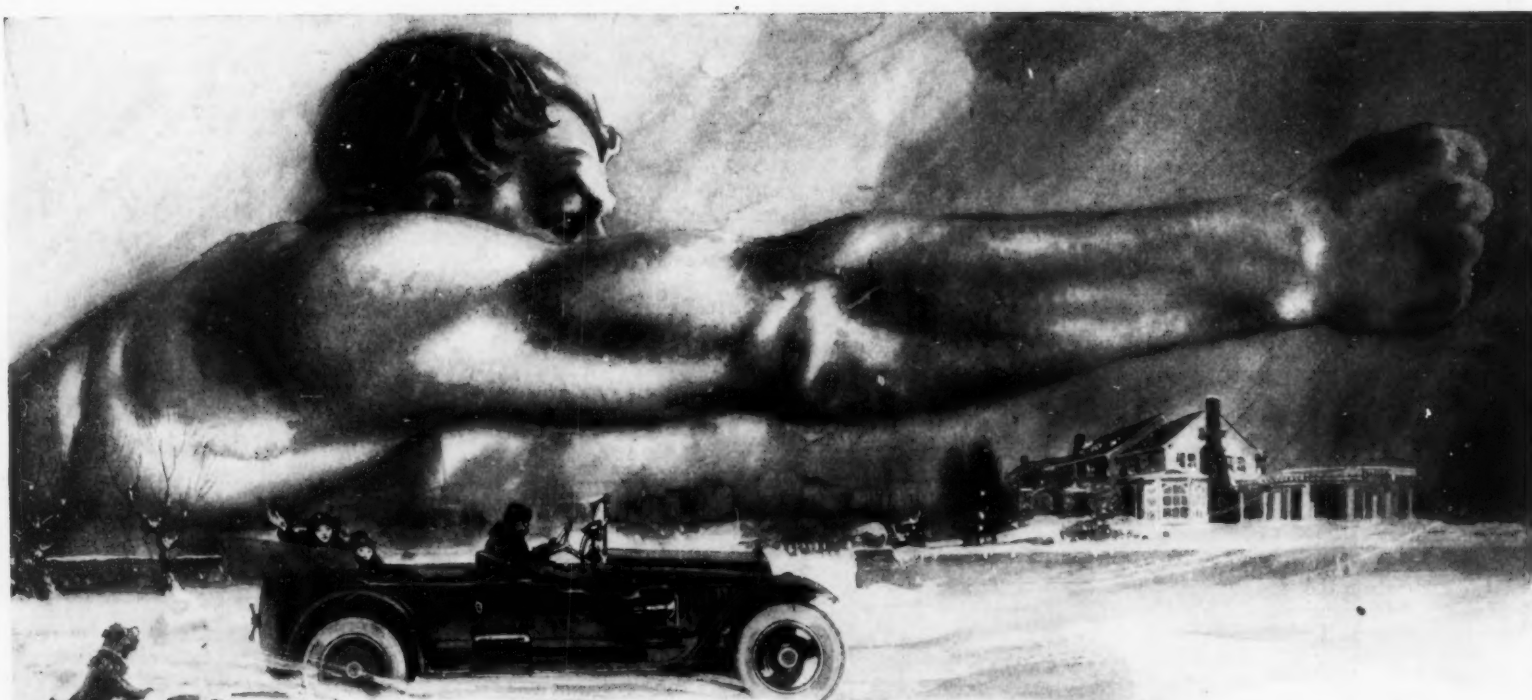
LESLIE'S WEEKLY is mailed on a schedule that under normal postal conditions guarantees its reaching subscribers, in practically all parts of the country, not any later than Friday of each week. The railroads are now so terribly congested that mails are seriously delayed. If your copy of LESLIE'S does not reach you by Friday, wait a few days before writing us. By that time it will probably be in your hands. We are giving the best attention possible to complaints about delay or non-delivery of papers, and our patrons can greatly assist us by exercising a little patience while the postal service is so disorganized.

is taught in minutest detail. On the other hand, Scotland Yard, in London, is synonymous for swift and ruthless thoroughness in running down criminals. As the world's greatest city, New York should have a detective school that will be the last word both in theoretical knowledge and practical skill. This will mean the death of political favoritism in the police department.

**PUBLICITY!** That this has rightly been called the advertising age is shown in the fact that many great concerns which formerly felt no need to advertise are now seeking the public ear. The General Chemical Company, the American Telephone and Telegraph Company, and the Pullman are among the large corporations that have in recent years adopted an advertising policy. It might be thought absurd for a company with 20,000 employees, operating 7,500 cars on 137 railroads and selling 25,000,000 reservations annually, to advertise. The Pullman Company did not inaugurate its advertising to secure new business, but, in the words of Vice-President Runnells in *Printers' Ink*, "to correct some outstanding misconceptions of Pullman service." This it has accomplished, and by taking the public into its confidence the company has removed the attitude of suspicion which many entertain toward great corporations. The public is reached by this sort of publicity. When the Pullman advertised that unused Pullman tickets would be redeemed, hundreds of offices were literally swamped with applications from people who wanted their money back and didn't know that they could get it. At last the great corporations are learning that the heart of the people may be reached through publications the people read, publications which go into every home and which mold public opinion.

**FREEDOM!** The abuse of so-called "academic freedom" is a graver menace than ordinary abuse of free speech. The socialistic or the anarchistic soap-box ranter does not address a very influential class, but the "intellectual Bolshevik," as President Butler styles the professors who abuse their academic freedom, influence the pick of the country's youth, each one of whom is destined to be a force in community life. The utterances of Prof. Scott Nearing, since being dropped from the faculty of the University of Pennsylvania, abundantly justify the summary action taken by the trustees of that institution. Columbia University, too, has had similar trouble with professors who have abused their academic freedom. Two professors had to be dismissed, while two others have resigned out of sympathy with their dismissed colleagues. In his annual report, President Butler points out that a man voluntarily limits his individual freedom of utterance when he connects himself with an institution of learning which has earned for itself certain traditions and which in the minds of the people stands for certain fundamental principles. Speaking as an individual he would gain no hearing, but as a member of the faculty his utterances carry with them the weight of the institution that is behind him. "To maintain one's connection with an academic society," says President Butler, "while at war with its purposes or disloyal to its traditions and organization is neither wise nor just." This nation is not ready to turn over the education of our youth to academic Bolsheviks.

**CONSPIRACY!** The Supreme Court of the United States holds that employers may legally operate their plants as "open shops," and may by injunction prevent conspiracies to bring their non-union employees into labor organizations. The opinions were rendered in the cases of the Hitchman Coal and Coke Company and the Eagle Glass Manufacturing Company of West Virginia. The court held the Hitchman Company was within its rights in employing men on condition that they be not members of the United Mine Workers, and that the Miners' Union was guilty of conspiracy in attempting secretly to enlarge its membership among the employees of the Hitchman Company. The court reaffirmed the right of workmen to organize, but also held that "it is erroneous to assume that all measures which may be resorted to in the effort to unionize a mine are lawful if they are peaceable—that is, if they stop short of physical violence or coercion through fear of it." The purpose of the Miners' Union was to secure so many members among the employees of the Hitchman Company that by strike, or threat to strike, the plaintiff would be intimidated to unionize the mine. This the court held to be unlawful conspiracy. The decision is another step in the freedom of labor, the freedom of every man to sell his labor without being subject to coercion from any organization. It is in line with Mr. Roosevelt's action when, as President, he kept the Government printing shops open, and with the recent order of Postmaster General Burleson in preventing postal employees affiliating with an outside organization which might incite the Government employees to use the strike and boycott to the great damage of the Government and the public.



# Power and Punch



In those two words lies the success of your auto's starting system. Power you must have—mighty, dependable power; and power, moreover, that springs into full action the instant you signal for it—that sudden, swift, and full-from-the-shoulder punch that spins your engine into life every time. To develop and deliver this power is the one duty of your battery.

## The "Exide" Starting & Lighting Battery

with its unit-cell assembly, patented non-flooding filling plugs and other special features carries a nation-wide reputation for doing its duty. But even the exceptional power-performance that is built into every "Exide" must fail of its maximum return without

### Adequate Service

The action of your battery is a chemical action—an action similar to that of your own body—a constant wearing away and building up of tissues.

And just as your body requires food, water, and reasonable care in order to keep it going—so, likewise does your battery.

This care is not a daily nor even a weekly affair—but it must not be neglected and it must be *regular*.

In order to insure the perfect health of every "Exide" on every car our "Service Department" was established.

A branch of this Department is near you—an "Exide" Service Station. Drive your car into this station at least once every month; let the expert attendants there inspect your battery, replenish the cells with pure water, and advise you as to its condition.

For this service there is no charge—it is an integral part of what you purchase when you equip your car with an "Exide"—the battery that "costs most to make but least to use."

*There is an "Exide" Battery for every car and "Exide" Service Stations are located in principal cities and towns.*

## THE ELECTRIC STORAGE BATTERY CO.

1888 PHILADELPHIA, PA. 1918

New York Boston Chicago Washington Denver San Francisco St. Louis Minneapolis Cleveland Atlanta  
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"Exide", "Dycap-Exide", "TbIn-Exide", "Ironclad-Exide", "Chloride Accumulator", "Tudor Accumulator"



# When Italy's Line Broke

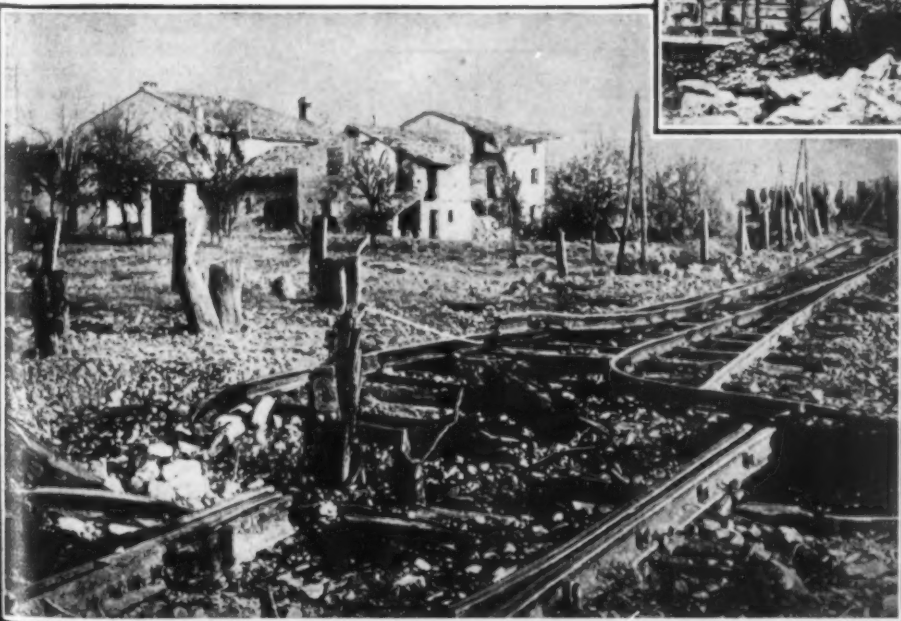
Exclusive photographs from the German lines through THEO. MOUSSAULT, Amsterdam and New York



These Italian prisoners, caught in the rear-guard fighting when their army fell back, have fired their last shot against the Central Powers, but if they can last sound and whole throughout the war they will remain powerful ammunition against Germany in the battle for trade after the war. Italy alone of all the Allies does not consider her nationals in America subject to draft. If she can keep them in America, alive and well, or in German prison camps, she will have some hope of handling a post-war economic situation growing out of a shortage of labor that present military losses threaten. Meanwhile in the Trentino the Germans and Austrians are pressing southward against the Italian line and at this writing a second Italian retreat seems inevitable.



Through a neutral government these records of the Austro-German drive into Italy have reached America—the first pictures taken on Italy's lost soil. Most of the beautiful town of Udine, where the Italian Headquarters were located, was reduced to an ugly pile of bricks and dust. This photograph was made by the Austrians as a proud memento of their ruthless destruction. When the Italian guns pounded Gorizia to pieces they wrecked many an Italian home, for the beautiful little valley, like most of the "irredenta" provinces, is filled with the nationals of both countries.



However rapidly the Austro-German steam-roller rolled, it is obvious that the Italian army kept at least one lap ahead. But, whatever General Cadorna's speed, he managed to spare enough sappers to tear up the railroads behind him and make Attila's second visit to Italy less enjoyable than his first. Every retreat is always a "strategic withdrawal," but apparently the Italians were not unprepared, for their machinery of destruction worked well and considerably hampered the enemy.

# A WEEK OF THE WAR

By HENRY FARRAND GRIFFIN

## A Generalissimo for the Allies

**W**HAT has enabled Germany to out-general the Allies so consistently?

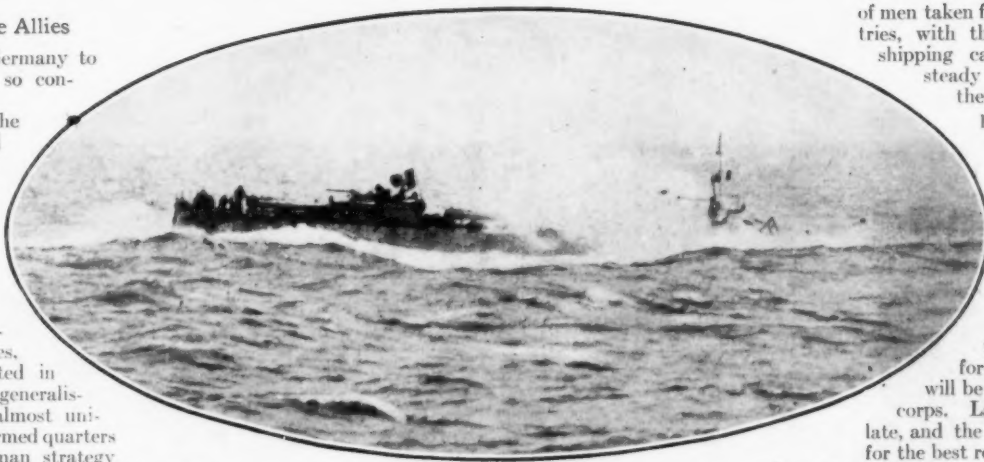
The Russian collapse and the Italian disaster have combined to make this question the most serious that the Allies have to face. It was the chief question before the recent inter-Allied Council of War held in Paris. It is responsible for the continued clamor for a supreme command for all the Allied armies, whether the power be vested in a central committee or a single generalissimo. It arises from the almost universal recognition in well-informed quarters among the Allies that German strategy has had the best of it, with few exceptions, throughout the war. This, despite the obvious failures of German leadership at the Marne and at Verdun. These were serious reverses, indeed, for Germany, but in the Russian, Rumanian, and Italian campaigns, and at Gallipoli, the Allies suffered grave losses of a political as well as military character.

Two great advantages have been on the side of German strategy—interior lines and complete unification of command. From a military standpoint Germany absolutely dominates her so-called allies. The Austrian, Bulgarian and Turkish armies are directed from Berlin with authority almost as absolute as that exercised over the German armies. No change the Allies can make would alter Germany's advantage of interior lines. Would a supreme generalissimo be able to effect an efficient unification of the Allies' strategy? It is not easy to say, and opinion in the Allied countries is more divided over this question than any other regarding the conduct of the war.

It must be remembered that the Entente Allies and the United States form a coalition of free nations as opposed to Germany and her vassals, who are independent only in name. The states now fighting under German leadership are no more free than the states which more or less unwillingly aided Napoleon against the European coalition of that day. And Napoleon was able to take advantage of the mutual jealousies of his allied enemies and to exploit the weakness of his vassals quite as effectively as the German Hohenzollerns are now doing. Indeed, the German bid for world-power and the Napoleonic adventure have much in common. And Germany seems certain to fail for much the same reasons Napoleon failed—in spite of the similar advantages of a single unified command, in spite of similar great strategic successes and in spite of a similarly marvelous military organization. The Allies will probably blunder ahead much as the Allies of an earlier day blundered up to Waterloo. But they will succeed in the end because the civilized world will never submit to a military tyranny, however long the struggle must be against it. The fact that makes it unlikely that the Allies, even under the shadow of so great a peril, will consent to give a single generalissimo unrestricted control of all their resources is the fact that the Allies constitute a voluntary association of free nations. They will probably have to muddle along with such comparatively inefficient makeshifts as central committees and supreme war councils that are not really supreme. It is the old story of democracy versus autocracy. Autocracy is always the more efficient, but it always fails in the end because of its inherent evils that outweigh all the advantages of efficiency.

## Italian Mountain Lines in Danger

German artillery in the mountains has been pushed far enough ahead to bombard Bassano down on the Venetian plain. Despite desperate Italian resistance, the enemy has been hammering his way forward through the mountains. The Italians still cling to



An Italian destroyer struck by a torpedo, and in a sinking condition. The photograph was taken by an Allied naval officer just as the friendly ship was putting off relief boats. A similar fate befell an American under-sea boat, the F-1, rammed by a sister craft in American waters on December 17. Despite the precarious existence led by the under-water craft, this branch of service still remains the favorite among American seamen, and the men who are chosen for this duty consider themselves particularly fortunate.

the foothills, but the Austro-German armies advancing down the valley of the River Brenta have approached perilously near the plains. Bassano is now under the fire of their artillery and should they capture this town the Italians, taken in the rear, will in all probability have to abandon the Piave line. This would entail a great retreat that could hardly be carried out without the loss of many more men and guns. The enemy is making frantic efforts to break through to the plains before the coming of winter snows that will halt all mountain operations. The season has been unusually open, and the snow much later than usual. But if the Italians can hold out a couple of weeks more they will probably be able to halt the enemy's advance. The French and British reinforcements have reached the Italian lines and every day that passes improves the situation for the Allies. We have heard little recently of the internal situation in Italy, but the common danger seems to have had the effect of uniting the contending factions which at one time were on the verge of precipitating revolutionary outbreaks.

## The Danger of a World Famine

If the war goes on long enough, the present worldwide food shortage may approach famine conditions in many countries, even after the conclusion of peace. That is a situation which is giving thoughtful men everywhere serious concern. With the many millions

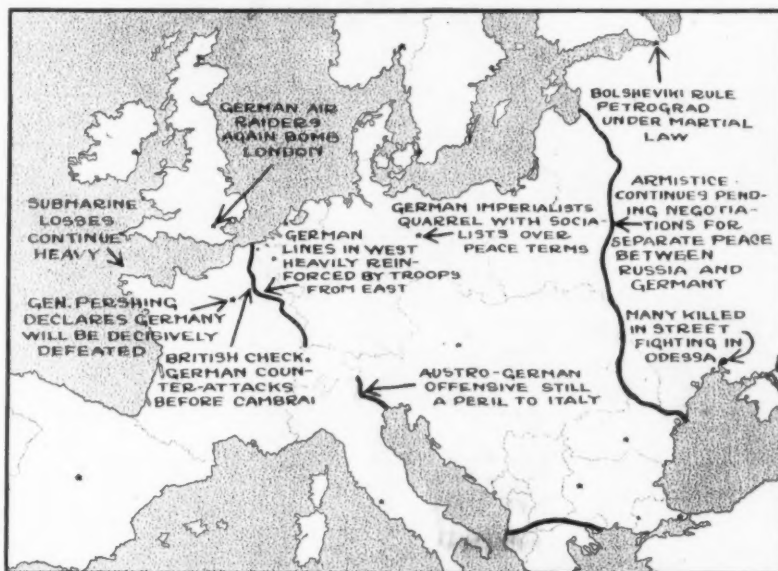
of men taken from agriculture and food industries, with the continued heavy losses of shipping carrying foodstuffs, there is a steady drain on the food reserves of the world. As compared with population, the world's food reserves have probably never been so low as at the present time. Every day that the war continues makes the situation more difficult. The slogan of the conservationists, "Food will win the war," is not far from the truth. It is by no means too soon for the American people to be beginning preparations for a record 1918 harvest that will be worth more than many army corps. Last spring the warning came too late, and the preparations were inadequate for the best results. But in 1918 American farmers and the American gardeners have duties fully as important as have any of our soldiers now in France. Every available acre of ground should be made to produce to its utmost capacity. And that means cooperative organization, intelligently directed, in all parts of the country. It would be interesting to know what the Department of Agriculture is doing to prepare for this obvious need. In the national emergency it has an opportunity for a service that is in some ways quite as important as the work of the Army and Navy Departments.

## America Wakes Up

The Senate Military Affairs Committee started an investigation of the conduct of the war immediately upon the assembly of Congress early in December. While the hearings were conducted with every consideration for the feelings of representatives of the Cabinet and the service and were free from any spirit of partisanship, they disclosed conditions which must, in the judgment of the country, spell incompetency in many high offices. The shortage of guns of all calibers, the mistakes in ordnance preparations, the lack of clothing, shoes and equipment, coupled with the self-satisfaction, the respect for red tape, the lack of initiative and absence of vision shown by men in power in their testimony before the committee are but the fore-runners of grim disaster unless conditions are speedily changed. It was freely predicted by those who attended the hearings that the next few weeks would unquestionably see many changes in departmental officers and in at least one cabinet chair.

## Russian-German Peace Parley

The Brest-Letovsk parley began on December 22 at a "solemn sitting" attended by delegates from Germany, Austria-Hungary, Bulgaria, Turkey and Russia. Dr. Von Kuehlmann, the German foreign minister, was unanimously elected chairman after the delegates were welcomed by Prince Leopold of Bavaria, commander of the German Army in the East. The Russian terms including no compulsory annexation of territory, restoration of independence, and no indemnities were then presented. They also require the prohibition of the boycotting of one country by another and provides for separate customs agreements. Immediately upon the presentation of these terms the delegates of the Central Powers expressed a willingness to consider them. Apparently the German government believes it can make a most satisfactory peace with the Russian Bolsheviks and it is showing the peace delegates every consideration. It has even been hinted that the Kaiser is to attend the meetings. If the story of Little Red Riding Hood has never before been enacted in life the dramatization of that famous tale is now under way at last. At the very time that the peace negotiations were under way, Petrograd and other large cities were once more the scenes of wild disorder, looting and arson. It is difficult to figure out how Russia will be anything but a boiling pot full of trouble for many months.



NEWS SALIENTS ON THE MAP OF EUROPE



# THE ROLL OF HONOR



At the outbreak of war Howard Armstrong, a 22-year-old San Franciscan, joined the British forces and saw 12 months' active service. He contracted a severe attack of typhoid, was invalided to England and on recovery was honorably discharged. When the United States entered the war, Armstrong enlisted in the Quartermaster's Department, and is already, on his way to France.



Miss Maud E. Kahn, daughter of the prominent banker, Otto H. Kahn, is rendering a distinctive service to the British Government, in driving a dispatch car about London. Miss Kahn, who was closely associated with many war relief movements in New York, became imbued with the desire to render more active service. She tendered her car and services to the British Government, previous to our entry into the conflict, and was accepted. She hopes to be sent to the French front in the spring.



Joseph Elstad, of Dawson-Minn., is only fourteen years old, but he has found a way to show his patriotism and has won distinction doing it, as he was the only boy among ninety entrants awarded a prize by the National Emergency Food Garden Commission for the best canned vegetables from a war garden.



Brig.-General E. M. Johnson is considered among the foremost officers in the United States Army and his recent appointment as divisional commander at Camp Upton, Long Island, N. Y., in the absence of Major-General Bell, meets with favor in military circles. General Johnson's career is an inspiration to the enlisted men, as he started as a private in 1882.



Just a few days after his transfer from the Lafayette Escadrille to the American forces, this young American flyer, Lieut. Benjamin S. Walcott, a son of the Secretary of the Smithsonian Institution, is said to have fallen in his first engagement with Boche airmen. Young Walcott, like so many of our collegemen, went direct from graduation at Princeton to a French flying school where he had his initial experience in air-scouting.



High military and naval authorities have said that athletes have made the best soldiers, and this statement is borne out by the records of many of the men now on the fighting front who were popular athletic heroes prior to the war. The latest athlete to distinguish himself in service is Tedford Cann, the New York Athletic Club's star swimmer. He has been recommended for the Congressional medal of honor for heroic conduct in saving the United States patrol boat *May*, while on duty in European waters.



The righteousness of the cause for which the Allies are fighting has turned many a parson into a fighting chaplain. Conspicuous among French chaplains is Father Benjamin Cabanel, a member of the French Mission to the United States and Chief Chaplain of the 7th French Army. He has received the cross of the Legion of Honor and the Croix de Guerre.



The fourth member of Congress to give up his seat to enter the army is Royal C. Johnson, member of the House from South Dakota, who, in donning the khaki is reversing his former opinions, for he was one of the few Republican Congressmen who voted against a state of war.



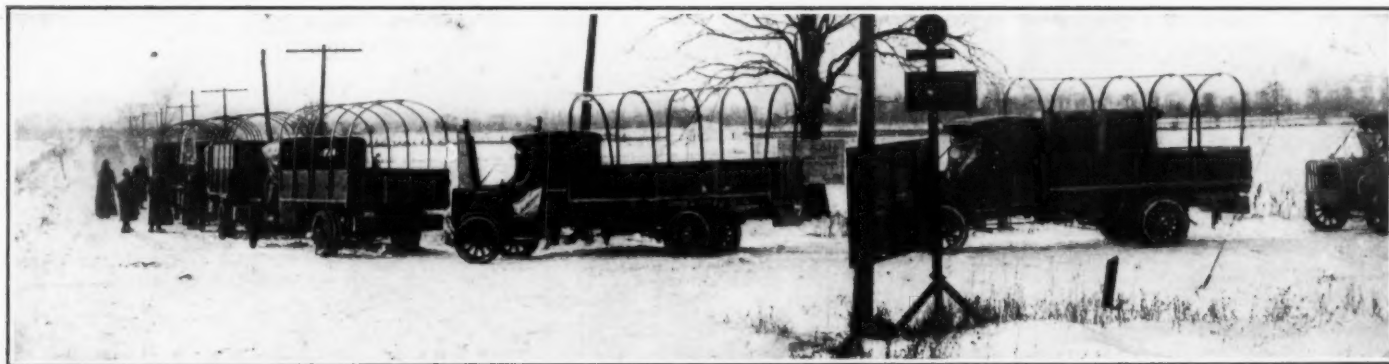
When the torpedo-boat destroyer *Chauncey* was sunk in collision on November 19th, while on patrol duty in foreign waters, three officers and eighteen men went down with her, among them Ensign Harry G. Skinner, Jr., of Baltimore, appointed as ensign last May. The accident occurred, when both ships were running without lights in a submarine zone.



The Japanese people have recently been honoring 82-year-old W. H. Hardy, only surviving member of Commodore Perry's party that "opened" Japan to the world in 1854. After his long absence from Japan the old sailor sees wonders in that land and many celebrations have been held in his honor. His visit was made possible through subscriptions of Japanese and American friends on the Pacific Coast, and in Japan he is treated as a guest of the nation. He is shown speaking at the Perry Memorial near Yokohama.

# The Motor Industry in 1918

By HAROLD W. SLAUSON



This train of thirty-three army trucks started under its own power from Detroit to a point on the Atlantic coast. During the trip the worst blizzard of the year

was encountered, but the experiment proved the practicability of the transporting of Government trucks under their own power.

IN referring to the delay attendant upon the completion of the new New York subway branches, Chairman Oscar S. Straus of the Public Service Commission stated that the transportation of materials essential to the construction of the stations was being speeded up by shipments by motor truck from Pittsburgh. The distance from Pittsburgh to New York by rail is 439 miles and the Alleghany Mountains lie between the two cities.

In this statement of Chairman Straus we have an accurate forecast, not only of the manner in which the motor truck is to solve the industrial and war problems of the nation, but of the inherent strength and solidity of the motor truck manufacturing business, as well. As many trucks as our manufacturing facilities can produce will be sold. Makers and dealers need fear no governmental regulation of shipments, or serious interference with steels and other vital materials used in their construction. Legislators have come to accept the motor truck as a necessity to modern business and the manner in which it has supplemented the railroads at a time when their capacities are taxed to the utmost and their effectiveness restrained through the cumulative effect of adverse legislation will probably render motor transportation immune from a like fate.

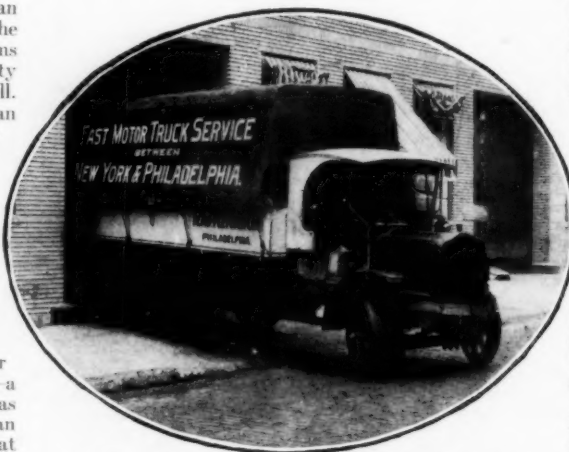
And now let us take the pulse of the passenger car industry. Feel it? It throbs with a new vitality—a healthy, vigorous pulsation, possibly not so rapid as its heart-beat of a year ago when the stimulation of an unsound prosperity gave it so violent a palpitation that a slight reaction was to be expected; but the steady beat of today indicates the rapid recovery from the drugs administered by the stock-jobbing physicians who would set stimulated heart action, forced respiration, surplus fat and other evidences of an artificial existence as the standard by which to judge industrial physical fitness.

The trouble with the automobile business has been psychological rather than actual. It was fear; the industry feared the Liberty Loans, the draft and other evidences of a well-prosecuted war and their effect on passenger car sales; it feared the attitude of our lawmakers toward this absolute necessity which for years had been misnamed, "pleasure" car; it feared the reports of a restriction of shipments of materials for passenger car purposes; and it feared the rumors of a curtailment in the supply of gasoline to be used as fuel for such vehicles.

During the last nine months, however, nothing has actually materialized from these fears. To be sure, rulings have been made by the Priority Board regarding the precedence which was to be given materials used in the construction of articles deemed more essential than passenger cars, but as yet these orders have not been enforced to any serious extent.

The long line of automobile shows ushered in by the New York Automobile Salon from January 2d to 9th and that of the N. A. C. C. to be held from January 5th to the 12th will be

as well patronized and will have as many displays of new models as any preceding exhibit. No more manufacturers have retired from the field than have marked the most prosperous years of the industry. As was predicted in an article dealing with the situation, which appeared some five months ago in *LESLIE'S*, plans have not been made for an increased production of cars over those made during last year, but sales, on the



In this time of stress railroads look upon the motor truck, not as a competitor, but as an ally, daily relieving the traffic congestion which has proven so serious a menace to the country.

other hand, have not fallen off materially. The new models on exhibition mark the intention of the makers to continue production and sales efforts.

The manufacturers, therefore, are prepared to make cars and the public are prepared to buy them; but what will happen if passenger car production is seriously curtailed through the commandeering of the plants for war purposes? We do not believe that this will occur,

but even though it should, the industry is so vast that scarcely more than 30 or 40 per cent. of the capacity of each factory need be utilized for the production of all the munitions that the Government could require. Furthermore, as has been pointed out in a previous article, such Government action would not prove disastrous to the industry, for it would mean that the vast plants and organizations would be kept busy with work on which the Government would allow a fair profit and on business which comes without being sought—that is, without a large sales expense and other overhead charges which interfere seriously with the attainment of the desired results on the proper side of the balance sheet of so many industries.

The motor car industry, therefore, seems well protected, but, unfortunately, we cannot predict as rosy times for the dealer as has heretofore been the case. The dealer who devotes his energies solely to the sale of passenger cars derives his income from the number of customers that he can secure, and if production of the car which he handles is reduced, his maximum earning capacity as a result of his efforts is also reduced by a proportionate amount. His case is not hopeless, however, and as is pointed out in the discussion already referred to, the present represents his opportunity to entrench himself firmly in the truck and accessory sales field.

All conclusions point to but one fact—the automobile industry cannot be put out of business because of the war; rather will it be made stronger and more firmly entrenched as a solid, substantial organization which has already provided the Government with two of the five great essentials necessary for the winning of the war.

The uncertainty as to the future production ability of the automobile industry, however, most seriously affects the would-be owner of a new car. The market calls for hundreds of thousands of new vehicles, and if this demand cannot be fully met, a shortage will exist even more serious than that found less than a decade ago when customers were paying 25 and 50 per cent. premium to the lucky holders of orders for the delivery of a new car of the desired make. Some investigators have gone so far as to predict that, owing to the limited production, in two years from now a 1918 model will be as scarce as is one of the vintage of 1910 on the highway today. We can assure our readers that conditions will not be as bad as this, but the constantly-rising cost of labor and materials and the increasing demand of the Government on the designing and productive efficiency of the automobile factories give the would-be new car owner of the next year or two to come but two words of warning—"Buy now." Under these conditions the purchase of a car at this time of year cannot be looked upon as otherwise than a most excellent investment, for already has the promised scarcity of passenger cars resulted in a marked increase in the activity of the second-hand market and in the demand for accessories.



From the time of leaving the factory until arrival at the Atlantic port the truck train was in charge of officers and men of the Quartermaster's Corps. By thus delivering the trucks under their own power seventeen freight cars were freed for the transportation of coal and food.



# Men Who Are Winning the War

Robert Somers Brookings, Plowboy, Merchant and Philanthropist,  
Now One of Uncle Sam's Big Purchasing Agents

By WILLIAM H. CRAWFORD

I WAS walking down Pennsylvania Avenue with Senator Borah when I saw a very distinguished-looking old gentleman just in front of us. His hair was snow-white and bushy; so were his whiskers. There was a certain alertness about his movements that was not in keeping with the evidences of his age. There goes Dr. Bell, thought I at first; then that it could not be, because this man was slendrier than the telephone wizard, and much more spry. My curiosity was aroused, so I said to the Senator, "Who is that gray-haired gentleman?" The Senator looked surprised at my ignorance. "That," said he, "is Robert S. Brookings, the great St. Louis business man who is helping to win the war. Why don't you write a story about him?"

A little while later I was talking to Frank A. Scott, chairman of the War Industries Board, when he suddenly remarked to me, "I'll tell you. Robert S. Brookings can give you that information. He's got all the facts at his finger-tips. He is a most interesting man, by the way, and is doing a wonderful work for the Government, but so quietly and unostentatiously that it is not attracting the attention that it deserves. I will take you in and introduce you to him." Then as we walked down the corridor, Scott continued, "By the way, why don't you write a story about him?" The Fates settled it. Twice in one day I was advised by two distinguished citizens to make Brookings a subject of one of the "Winning the War" series.

Every one seemed more impressed with the importance of his work than Mr. Brookings himself. After he had given me the information that I sought, I asked him if he would give me some points about himself. A look of amazement came over his face as he said, "I am not working for notoriety, but to help my country, which I love. I am doing nothing but my duty, so why should the people be interested in me?" However, I think that Borah and Scott are better judges of his importance than is this modest, business wizard.

Robert Somers Brookings is chairman of the committee under the General Industries Board for the purchase of finished products. He has the confidence of the National Council of Defense, of the Cabinet and is very close to the President. Through his hands will pass the purchasing of all finished supplies needed by our army and navy in the carrying on of this war. Mr. Brookings comes to his task fully prepared for this difficult work, having had vast experience in purchasing for one of the largest mercantile houses in America, dealing in supplies that the Government will need, having been a member of the firm of Samuel Couples Wooden Ware Company for many years. Mr. Brookings, now at the head of a large force, is working night and day to aid the Government in securing the right products for use in the war at the right prices.

It was with considerable difficulty that I prevailed upon Mr. Brookings to talk about himself. He is greatly interested in philanthropy, especially along educational lines, and my story would be much longer if I were writing of Mr. Brookings from that viewpoint. Every few minutes his conversation would drift back to the subject nearest his heart. I quote from his own remarks:

"My father was Dr. Richard Brookings of Cecil County, Maryland. He graduated at the Maryland Medical College of Baltimore, and practiced his profession in that county. The country at that time was sparsely settled both with people and physicians so that father's practice covered a territory twenty miles from his home. He was often obliged to ride miles on horseback to attend poor people in distant territory, and his old saddle-bags are still among my treasured possessions.

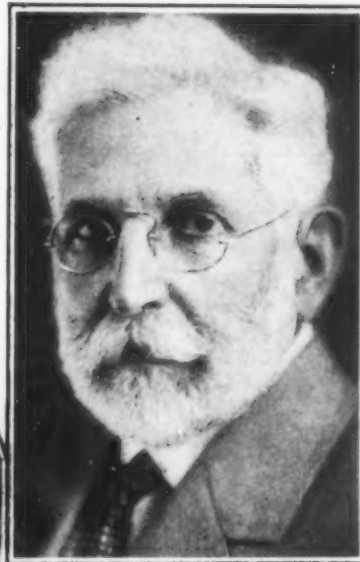
"Father died when I was three years old, leaving mother with several children and very little money. Through careful management, mother succeeded in giving us a fairly good education. I was preparing to enter college at seventeen when mother died, and I was then obliged to earn a living. I decided that there was a better field for a young man out West, and selected St. Louis as the place to begin. I arrived there with very little money, but was fortunate in almost immediately securing a position with the growing firm of Couples & Marston. I attribute whatever success I have met in this world to the influence of these two men. A young man could have had no better instructor or guide than Samuel Couples. From the time I

entered his employ until the day of his death, I was intimately associated with him.

"I had been in the employ of Couples & Marston less than a year when it became evident to me that the one field for which I was fitted was salesmanship; so I appealed to Mr. Couples to



FRANK TELEGRAPHIC CO.



© HARRIS & EWING

**ROBERT S. BROOKINGS**  
The energy that has played such an important part in the life success of Mr. Brookings is visible in his brisk stride.

give me a chance to go on the road. Duties of this kind had not been assigned to so young a man by this firm before, but Mr. Couples decided to give me a chance. I was told to pack my grip with samples and try my luck. My trial trip was down the Missouri River, visiting small towns where the river steamers made landings. If I made good I was to continue; if not, I was to go back into the office. Possibly my extreme youth aroused the sympathy of the merchants. Anyhow, they gave me the orders and in a year or two I was covering the entire territory from the Gulf to the British possessions, and all the way to the Pacific Coast. My employers gave me a partnership before I was twenty-one.

"The firm grew rapidly. It was the old story of a business developing quickly in the West and Southwest. Our firm was soon recognized as the leading institution of its kind in the country. I continued actively in business until middle life, when, having amassed all the money that I needed, I retired from active business and have since devoted my life to so disposing of my fortune as to make it of the greatest advantage to humanity, until called to Washington to lend my experience and energy to the Government."

This brief résumé of his life does not tell of the hardships encountered in his rise from poverty to affluence and power. It makes no mention of the valiant struggle that he made to assist his mother, how he followed the plow all day, or industriously wielded the hoe or rode the harrow; how as a little chap he perched upon the meal sack and rode to the old mill; how the mother gathered her children about her in the evenings and taught them lessons in self-reliance and dependence upon a higher power.

It gives no account of his school days in West Nottingham Academy, a country school near his home, to which he was sent as a youth. It tells nothing of the industry and intelligence which he must have displayed to have inspired a keen business man, such as

Mr. Couples, to intrust a seventeen-year-old boy with such responsibility. It tells nothing of his trepidation as he approached his first customer, nor of the joy that he must have felt when he obtained his first order, nor of the glow of satisfaction he must have felt upon receiving from his employer and benefactor his first letter of approval and praise for work well done; nor of the enterprise and industry that were necessary in order to enable him to so rapidly build up the trade of his company until it extended over the entire Western section of the United States;

nor of the stage-coach and wagon drives to cover virgin fields of trade.

As an instance of his untiring business energy, even when off on pleasure trips, they tell the following story about him: Once, when visiting Alaska for rest and recreation, he was sauntering through a store and saw some clothes-pins that he recognized as having been manufactured by his company, but they bore the trademark of another firm. Immediately he was interested. He inquired of the merchant as to where he had purchased them, and was told that he had bought them cheaper than he could from the Couples firm. Mr. Brookings could not understand how a man could buy them from a manufacturer and sell them for less than Couples & Marston could afford to sell them, so he immediately began an inquiry. He found out that his firm's Alaskan business was being handled via the Cape of Good Hope, a long, expensive sea trip for an inexpensive but bulky article. The freight rates were high, greatly increasing the cost to the merchant. He also found that his competitor was shipping them via Vancouver, a much less expensive and shorter route. The trade in Alaska would not amount to much, and the difference in price at which he had sold wholesale and the one that he would secure by selling direct was not a large sum. Yet he immediately saw to it that the shipping directions were changed, that the Alaskan trade was vigorously pushed, and today nearly all Alaska buys its clothes-pins from the Samuel Couples Wooden Ware Company.

Nor does Mr. Brookings' own story recount the splendid work that Mr. Brookings has done along educational lines, since he determined to pay back to the world those blessings which his industry had enabled him to collect. It tells nothing of the growth of the great Washington University under his wise guidance. A very large part of Mr. Brookings' reputation depends upon his management of this institution. He was elected a director of the University, and in 1896 resigned as vice-president and general manager of the Samuel Couples Wooden Ware Company, and accepted the presidency of the University. The school at that time had a good local reputation, but it was far from wealthy and had not attempted to spread beyond the confines of its immediate territory. Soon, however, it reaped the benefit of Mr. Brookings' executive ability. He endowed the University with his own personal funds, and securing the interest of his friends, placed it upon a solid financial foundation, as well as organized it along business lines. New schools were opened and those that already existed were more closely correlated, and only the best professors and instructors that could be secured were selected, as is evidenced by the fact that Secretary of Agriculture Houston was called to the Cabinet from the chancellorship of this school. From a second-rate or third-rate college it improved until it is one of the largest and best managed universities now in America.

The Couples Station in St. Louis is doubly a monument to him: First, to his ingenuity and business acumen, for it was devised by him, although it is named for his senior partner; Second, to his generosity, for he and Mr. Couples gave it to Washington University for an endowment. Large shippers in St. Louis had long been handicapped by the distance from the railroad station to their places of business. They had large drayage, storage and warehouse bills to pay, which in the days of keen competition militated against them in price-making. In order to avoid this, Mr. Brookings succeeded in getting his partner to cooperate with him and they purchased a large tract of land conveniently located in the city and placed a tremendous building upon it, the construction of which was such that railroad tracks could be laid to the doors of each separate section of the building. Then he put in

(Continued on page 27)

# Jerusalem Under the Cross



Jerusalem, for which millions of crusaders and soldiers have died in the past ten centuries, is now held by a British army under General Allenby. The Turks surrendered the city on December 9. The campaign in the Holy Land began last spring. The airplanes in the picture were covered with netting to prevent warping in the hot sun.



Here is Tommy with a talkative Arab sheik who was under arrest. Early in November the British captured Beer-sheba, forty miles south of Jerusalem. Also a coastal column penetrated the Ottoman lines southeast of Gaza and by November 7 Gaza was taken. Above at the right is a camp of wanderers near a town in Palestine.



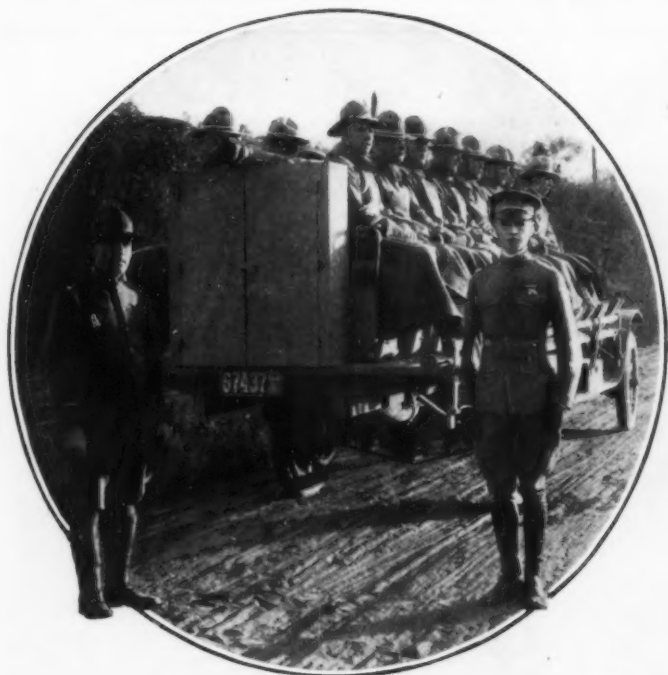
To secure pure water for surgical purposes is one of the difficulties of desert fighting. In fact, water has been a great problem in the operations in Palestine. Here is a Hindu soldier operating a pressure filter to obtain pure water for the surgeons.



Wounded Turkish soldier prisoners are being transferred from the front line to a base hospital on the backs of camels. Often the camel line stretched for miles across the broken country over which the British army passed. When General Allenby entered Jerusalem he did so on foot surrounded by the military attaches of the Allies.



# How Uncle Sam Uses Trucks



This specially designed truck transported two squads (sixteen men) and their officers between the cantonments at Atlanta and Chattanooga in better time than that made by the fastest express train. The round trip distance of 264 miles was covered in 10 hours 32 minutes running time. Personal equipment and ammunition are carried in the lockers forming the seats and back of the truck. Three days' rations may be carried in the locker at the rear.



The Quartermaster Corps uses more trucks than any other army department. All supplies are transported from railroad station to storehouse and thence to the barracks by means of these modern army mules. Many of the trucks so used have previously seen severe service at the Mexican border.



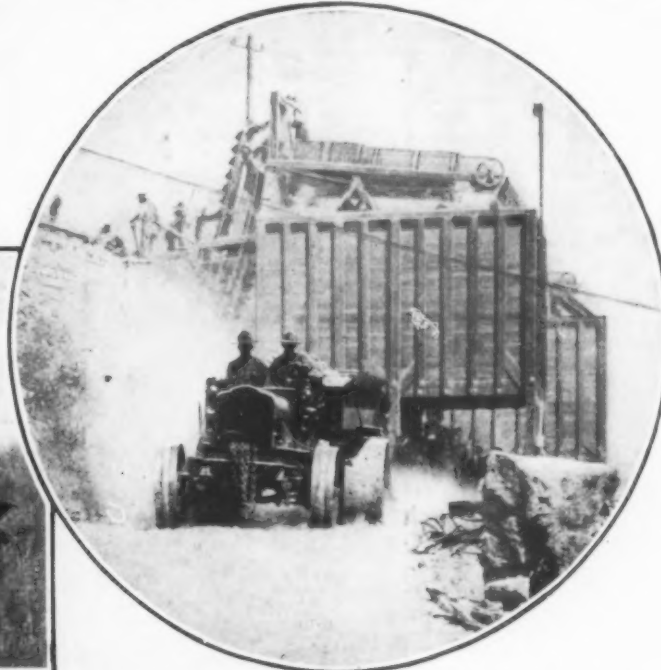
The tank truck is probably the most important unit of the modern army transportation system. Reserve supplies can be carried on each truck, but arrangements must be made for the tank vehicle to make its periodic rounds.



Well may President Wilson show his intense interest in the new Liberty truck, for the thirty thousand of these, designed by the leading automobile men in the country and produced by as many factories as are willing to turn their efforts in this direction, will be counted upon largely to serve our army at home and abroad.



This truck kitchen will serve three hot meals a day to 2,000 men and can provide enough coffee for 1,000 men every ten minutes. Two of these are sufficient to feed an entire regiment either in camp or on the march.



The War Department realizes that efficient transportation and good roads go hand in hand. Many of the cantonments are located in out-of-the-way sections of the country, but the good roads connecting them with the already improved highways are completed almost as soon as the barracks.

# Italy's Spirit Unbroken

Exclusive Photographs from ALICE ROHE



In these days when smiles are few and laughter is silenced by war's tragic spectre, Europe has learned that it must not allow the soul to starve completely for the brighter side of life. This improvised theater in Italy's war-zone is shown crowded with soldiers who tomorrow must face their country's invader. Italy, the land of song, was the last to suffer under the heel of Prussia. She is bearing up bravely under the strain that would have broken her but for a spirit still strong with the blood that flowed in Caesar's dauntless legions.

When All Saints' Day dawned over Rome on November 2, the city lay beneath the pall of the crushing defeat of her armies on the Isonzo. But her people rose, old and young, rich and poor, and poured out a floral tribute at the foot of the statue of Victor Emmanuel II. The Hun would never again reach the Eternal City, the battle line would stiffen, help would come!

All day the solemn lines passed up the marble steps to drop their tributes at the feet of *la Patria*, until the great statue, symbolic of the stricken country, grew gay with hope and flowers, a striking omen of what the brave fighters along the Piave were doing to turn Italy's grey day of despair into a day of hope.





# Escaping the German Clutches

*The thrilling narrative of a Belgian woman who took her mother and daughter out of Kultur-ridden Belgium, despite German army regulations.*

*For obvious reasons the narrator's name is withheld*

Exclusive Photographs by  
FREDERIC W. ZINN  
Special Correspondent



**A**FTER the fall of Antwerp, my husband, who was detached at the Etat Major of that place, had advised me to leave Belgium with my mother and daughter as soon as possible. By remaining in Belgium I hoped I would be able to get news of our son, a sixteen-year-old volunteer who had disappeared during the fight at Namur. Therefore I did not comply at once with my husband's wishes.

I had been told that my son had been taken prisoner and sent to Germany. A few months later I learned that the poor lad had been killed near Marchevette fort, where his regiment had been ordered to hold out as long as possible against the invading hordes, to protect the retreat of the forces that had been defending the place.

Having no longer any reason for wishing to stay in Belgium, I determined to leave my own country, and was all the more eager to do so since no news of my husband could reach me. All I knew was that he was with his division in an entrenched camp on the river Yser where the French and Belgian troops had by that time definitely checked the German attempts to cross the river.

There was no hope for me of obtaining a passport from the Kommandanture at Brussels (where I had been living since the beginning of the war), for, on several occasions, I had freely expressed my indignation at the brutal and treacherous violations of Belgian neutrality by the Germans and had too openly given vent to the feelings of horror with which we beheld the coolly premeditated cruelties of the Germans, who shamelessly fanned their drunken frenzy by calumnious lies, in order to terrorize the unfortunate population, and I had freely expressed myself in the hearing of a Germano-Belgian, who was a relative of the German governor of Brussels.

When I at last resolved to escape from Belgium I had been told that it was still possible to cross the Dutch frontier with comparatively little danger. In spite of the watchfulness of our oppressors I decided to attempt the flight with my aged mother, who was then in her eightieth year, and with my fourteen-year-old daughter. Little did I realize the difficulties we were to encounter! The enterprise was far more perilous than I had been led to believe.

By degrees the Germans' watchfulness had become narrower and narrower. They were on the constant lookout for fugitives. Without any apparent cause, for instance, all the passengers in a tram-car were suddenly ordered to show their papers; their persons and luggage were carefully searched. Hotel rooms were broken into and



The diabolical quality of the "frightfulness" that spells German military rule, is typically exemplified in this picture, in which the Huns have shown how little respect they pay the symbols of their own religion. Even the followers of Mahommed, cohorts of Germany, do no worse.



To insure complete destruction, what could not be razed by hand was demolished by explosives. Millions of marks were spent for explosives with which the Germans destroyed the conquered towns of Belgium and northern France.

The French drove the Germans from this little conquered town where they governed with an iron hand, and they left it a desolation, which the first snowfall accentuated. The lines of pickets in the foreground are grape-vine trellises. Grape culture in which France excelled has been ruined by the war. It is all handwork with a hoe and pruning knife. Even a small vineyard will keep a family busy from New Years to New Years.

thoroughly visited at any time of the day or night. And at the slightest sign of protest, the German gendarmes, with their usual roughness, struck and arrested the delinquent, who was cast into prison.

We had to be very careful about every word we said. The most unimportant remarks were overheard by spies, who abounded everywhere. Even some Belgians, unworthy of the name, had sold themselves to the enemy. The quiet young mother, the wife of a Dutch station master, who nursed her little child with such loving fondness, anxiously waiting at the hotel the permission to go and join her husband in Holland, would the next day betray an old half-pay Belgian officer, only guilty of having expressed his concern about his daughter whose property had been wrecked by the incendiaries of Louvain. That placid workman in the tram-car with his strong Walloon accent, who lent such an attentive ear to his fellow travelers' conversation, and who so obligingly offered secretly to guide them across the frontier, that elegant young beau, so artfully trying to lead you into confidential talk and to find out what plans you cherished, were seen shortly after in close conversation with the German chief of the information department. Ears and eyes were everywhere on the watch.

Besides these constant risks of detection, the Germans, in order to prevent the ceaseless exodus of Belgian volunteers to England through Holland, perhaps also to hinder the desertion of their own soldiers, no longer allowed any one under any pretext whatever to penetrate into the neutral zone that formerly stretched between the Campine Canal and the Dutch frontier, unless traveling by railway with all the necessary passports. The part of Belgian territory which overlaps the canal in the vicinity of Mae-tricht had been closed by a threefold row of barbed-wire fences seven feet high, through which ran an electric current. Continual patrols were maintained alongside this barrier.

When I became aware of all these difficulties in the way of flight, unsurmountable it seemed for an old woman and a very young girl, I altered my

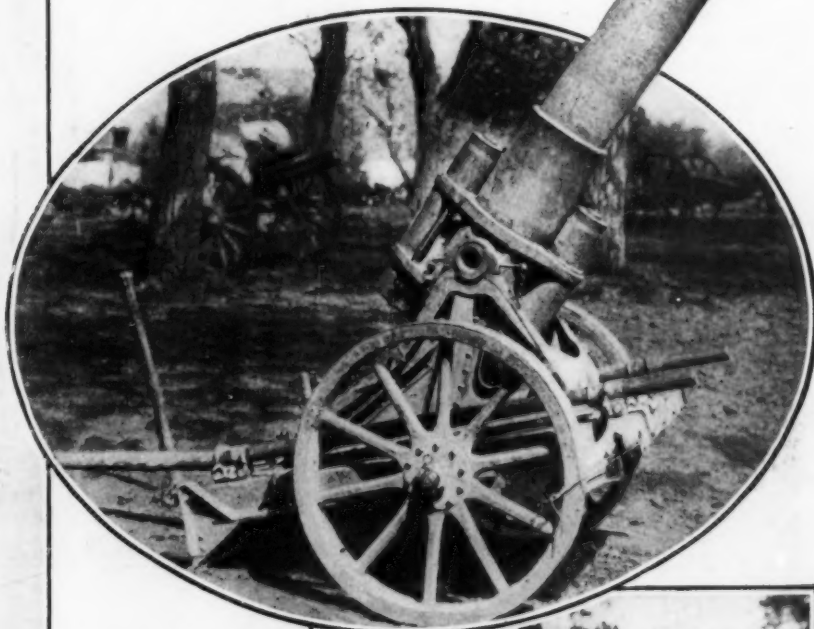
(Continued on page 24)



This balloon kite attached to a drifter in the British navy off the English coast makes the best sort of lookout post. The balloons have been of great value in the war in offering a possibility of getting long-distance views. From such heights one sees a hundred miles. Only from the air can observers spy out submarines. It is practically impossible to sight a periscope from the bridge or lookout station of a ship.

CENTRAL NEWS SERVICE (J. P. MULLIN)

## Strange Ways of Modern Warfare



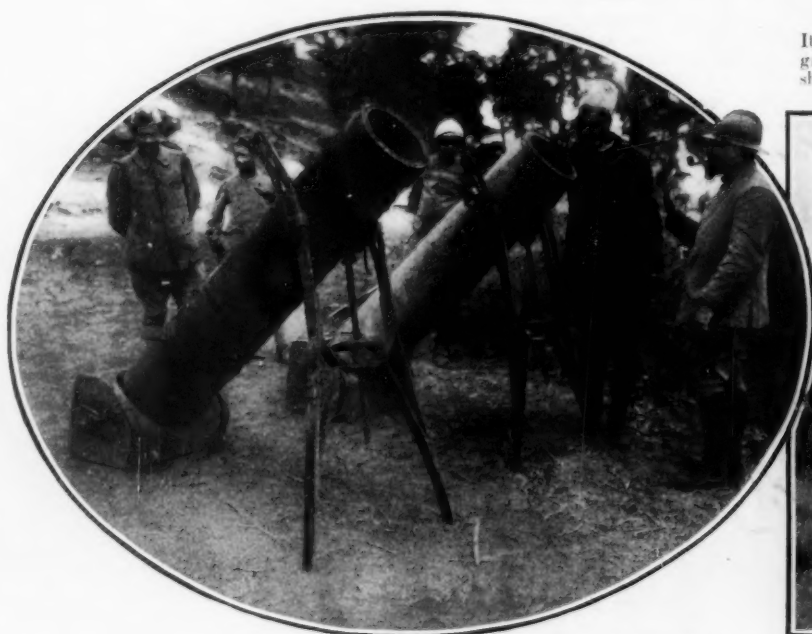
No construction so far devised has been able to resist the projectile hurled through the air by the "Minnenwerfer" (mine-thrower) which German mechanical ingenuity devised to magnify the horror of the grenade. When the great black shape comes hurtling through the air there is just one thing to do—run. It comes so slowly that it can be dodged, but its objective is usually the bomb-proof itself which is no proof at all against this giant bomb.



PICTORIAL PRESS

Out of the ugly mouth of this squat cannon comes the deadly gas-bomb or the aerial torpedo. It is as wicked a weapon as the mine-thrower itself, but its venom is of a different sort. It fills the trench with asphyxiating gas.

It represents a type of ordnance whose ancestor, the mortar, had long been relegated to the patriotic monuments or State House porticoes, and few dreamed that it should come back, reincarnated as a worthy rival of the giant siege gun itself.



PICTORIAL PRESS

These great wooden cylinders wound with steel wires which throw a projectile almost a yard and a half in length were captured in the last Somme drive. They are now resting in the Invalides as souvenirs of a form of German *Schrecklichkeit*. Formerly the Allies had no counter-weapon to meet the giant-bomb throwers, but now the British have perfected a machine more powerful and simpler.



PICTORIAL PRESS

Hurling a shell equal in size to and more deadly in destructiveness than that of the 170 gun, this mortar, though short in range, will reduce any known form of fortification to bits. This weapon was captured on the heights of Marcevo by the French and a similar model was brought to this country and exhibited in New York at the Heroland Bazaar. It is shown loaded in another photograph.



# How Peace Came to Us in 1865

By HENRY S. BURRAGE, State Historian of Maine

EDITOR'S NOTE.—Mr. Burrage draws an analogy between this War and the war between the States in 1861-1865. He has made an exhaustive study of both conflicts and, by his position, is fitted to give to our readers authoritative comparisons and, as, "history repeats itself," to draw deductions as to the outcome of the present war, from past historical events.

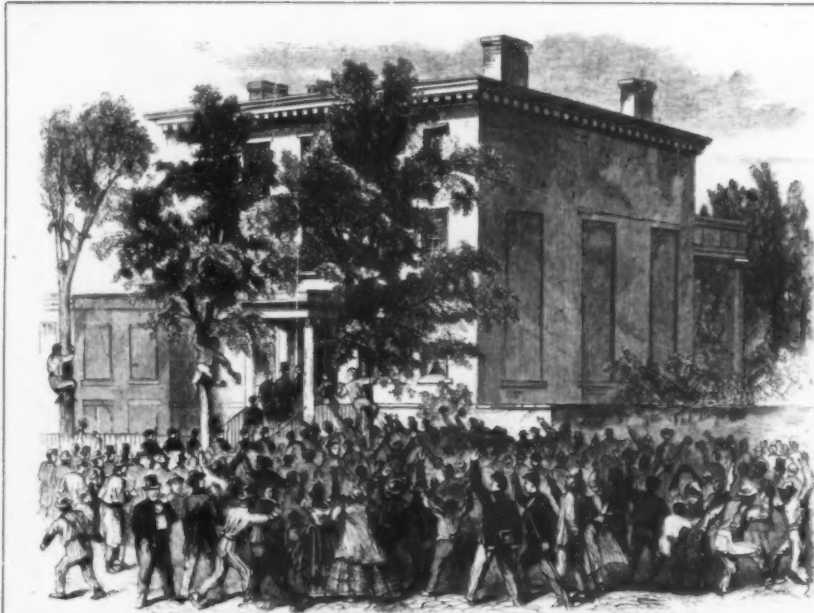
WE all want peace. No one thinks of war otherwise than did General Sherman when he said, "War is hell." Certainly this is emphatically true of this great world-war, waged with brutality and all the weapons of destruction that invention and skill could possibly bring into use.

But peace may be too dearly bought. As President Wilson says, "The right is more precious than peace." A peace that would leave treaties as mere scraps of paper, and the world exposed to the machinations and assaults of any autocratic seeker after world-domination, is not a peace that the dwellers in any quarter of the globe are looking for and praying for. The world needs and wants a peace in which righteousness is exalted, and which guarantees life, liberty and the pursuit of happiness to the people of every land.

In our Civil War, when it had lingered as long as the present world-war, many well-meaning men, weary of war with its sufferings and sacrifices, insisted that something should be done to bring the war to a close. One of the most persistent of these peace men was Senator F. P. Blair, an astute politician, well acquainted with prominent men in the South. He had a scheme which he believed was workable if only he could get the ear of President Davis. To his request for permission to visit Richmond, Mr. Lincoln gave consent, but secretly had his mind made up as to his own attitude in the matter. This was in the winter of 1864-65. On Mr. Blair's return he informed Mr. Lincoln that he had found Mr. Davis willing for a conference "with a view to secure peace to the two countries." At once Mr. Lincoln firmly made it known to Mr. Blair that such a conference could be held only "with the view of securing peace to the people of our one common country."

With a note from Mr. Lincoln to this effect, Mr. Blair again repaired to Richmond, and, having shown the note to Mr. Davis, he remarked that the part about "our one common country" related to the part of Mr. Davis's letter about "the two countries." Mr. Davis said he so understood the reference; but without either accepting or declining Mr. Lincoln's basis for a conference, he appointed peace-commissioners as follows: Alexander H. Stephens, Confederate Vice-President, Senator R. M. T. Hunter and John A. Campbell, Assistant Secretary of State. All were gentlemen of high character and ability.

When on February 1, 1865, the commissioners presented themselves at the Union lines near Richmond and exhibited their instructions from Mr. Davis, they were informed that they could be received only on the basis of Mr. Lincoln's note to Mr. Blair. This information left them in a quandary. On the morrow, informed by General Grant that Mr. Lincoln meant just what he said, the commissioners at length assured General Grant that they sincerely desired "to restore peace and union." The word "union" saved



Over fifty years ago when peace feelers were being sent out by an unbeaten opponent, Lincoln argued that an inconclusive peace would make the sacrifices of the war valueless—and rejected the overtures. The correctness of his judgment was long ago apparent and those most heartily in favor of peace today are benefiting by his example. The above sketch by a war-time artist of LESLIE'S, Joseph Becker, shows Mr. Lincoln visiting the residence of Jefferson Davis in Richmond, April 4, 1865.

to them the day. General Grant hastened to inform the President of the changed attitude of the commissioners, and Mr. Lincoln replied, "Say to the gentlemen I will meet them personally at Fortress Monroe."

This he did on the following day with Mr. Seward, who had preceded him. The meeting was held on the steamer *River Queen* in Hampton Roads. While at the opening of the conference Mr. Lincoln firmly adhered to his declared basis for peace, the commissioner sought to evade the one condition proposed

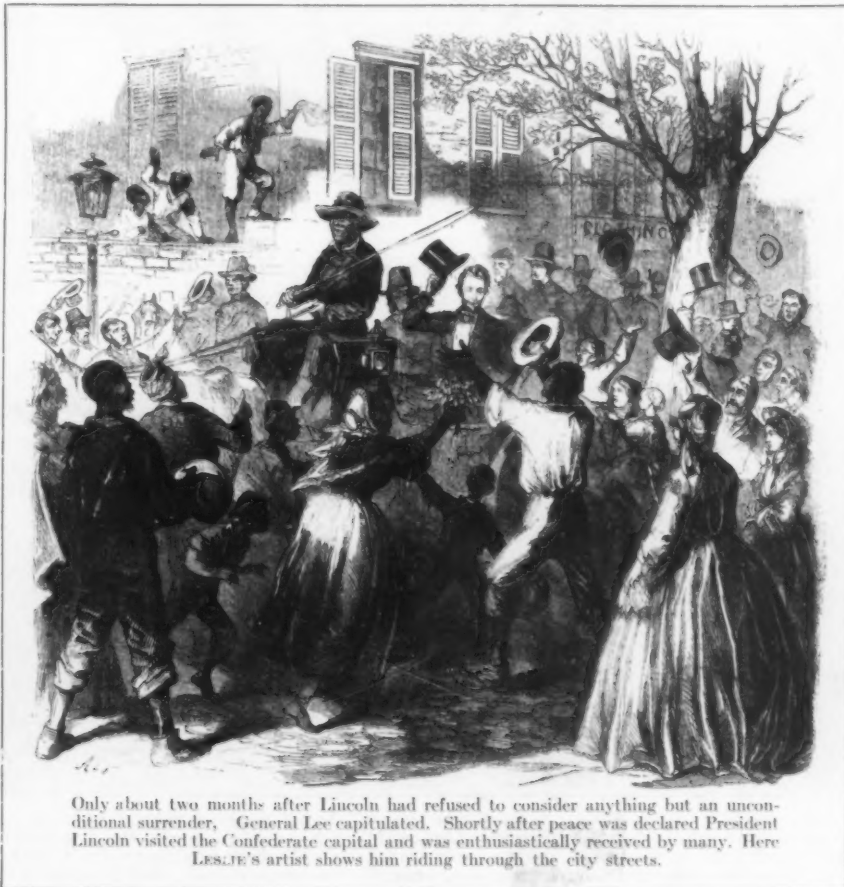
pretence"; and the conference would have ended then if Mr. Seward had not expressed a desire to have Mr. Stephens elaborate his views more fully. This Mr. Stephens did, referring to the Monroe Doctrine as based on a principle that was sacred both to the North and the South. "Let us unite in maintaining this doctrine," he said, "by driving the French invaders out of Mexico, firmly establishing the right of local government; and the seceded States will soon return to their old relation in the Union by a natural law of political gravitation."

Mr. Lincoln, however, recurred to the position he had taken from the first. "Simply disband your armies," he said; "the war will cease on the part of the government whenever it shall have ceased on the part of those who began it," adding that he could not enter into any agreement with parties in arms against the Government. When Mr. Hunter now suggested that this had often been done, especially by Charles I. in England's civil war, Mr. Lincoln quickly and thoughtfully replied, "All I distinctly recollect about the case of Charles is that he lost his head!"

At Mr. Hunter's suggestion that the President's terms meant unconditional surrender and submission, Mr. Seward replied that nothing importing or implying humiliation to the people of the South had been said or intended. Mr. Lincoln again reiterated his views as to the one way in which peace could and should be sought, and Mr. Stephens again brought forward his plan for an armistice on the basis of a Mexican expedition and asked for its reconsideration. "I will reconsider it," said Mr. Lincoln, "but I do not think my mind will change." With these words the conference closed.

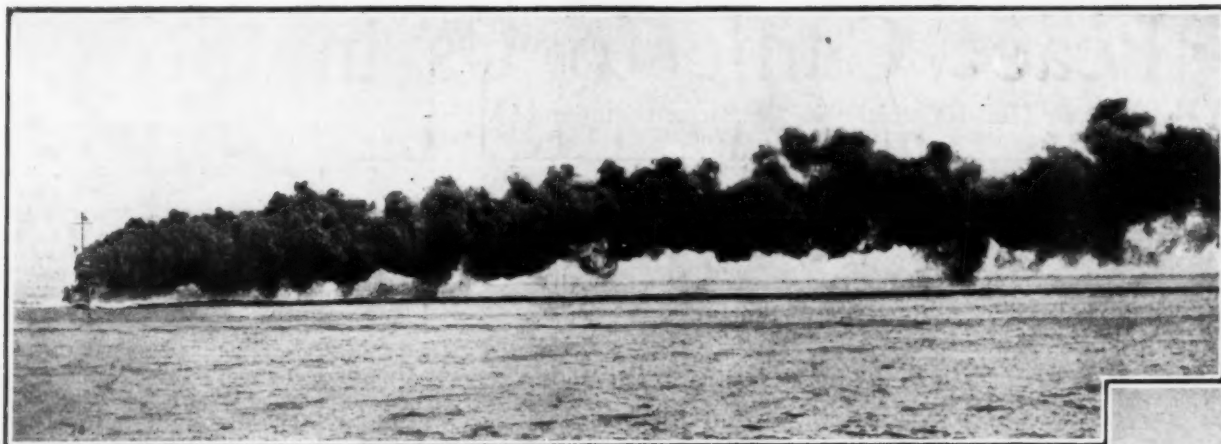
This was February 3, 1865—less than two months and a half before the surrender at Appomattox. The result of the conference was a great disappointment to the commissioners, who had hoped that somehow, in some way, peace might be secured without unconditional sur-

(Continued on page 8)



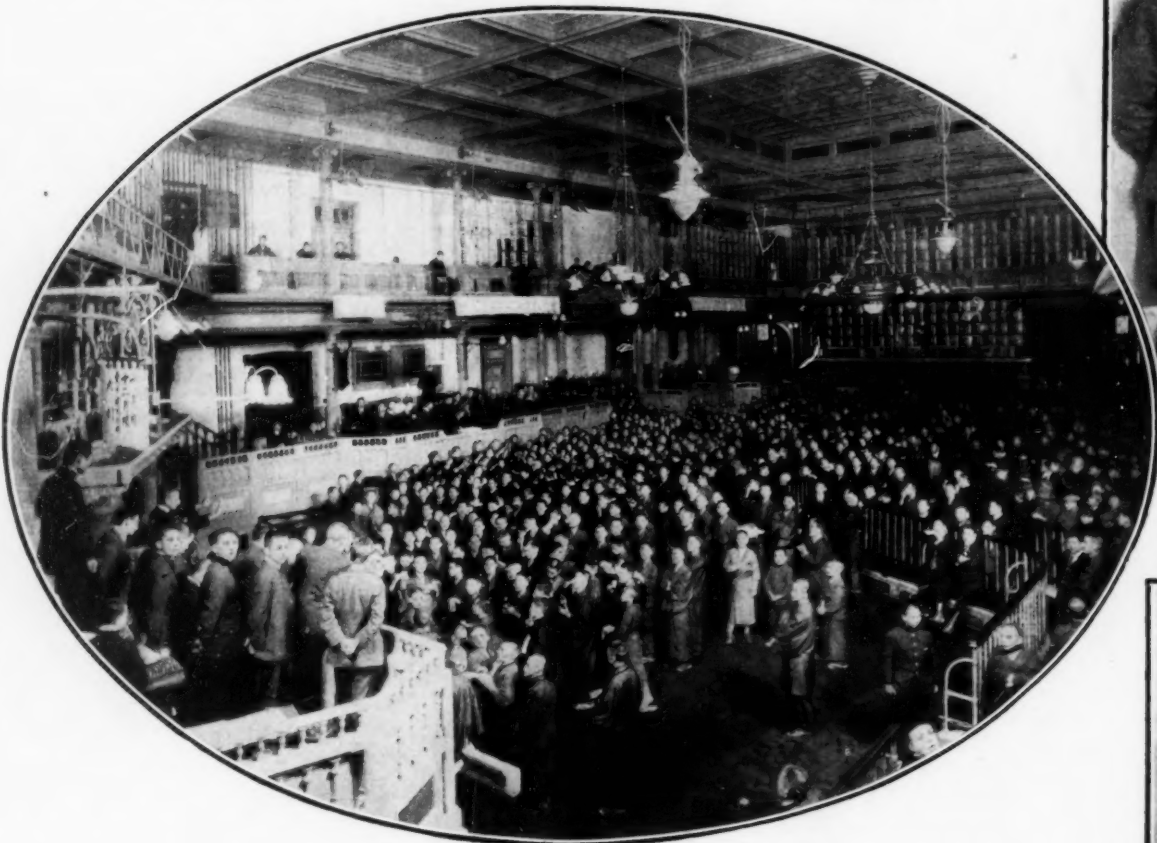
Only about two months after Lincoln had refused to consider anything but an unconditional surrender, General Lee capitulated. Shortly after peace was declared President Lincoln visited the Confederate capital and was enthusiastically received by many. Here LESLIE'S artist shows him riding through the city streets.

# News From Points Comp



Under cover of a smoke-screen such as this, set up by a destroyer, many naval maneuvers are conducted. The smoke-screen and fog are almost as deadly enemies as guns. It was under cover of mist that the Germans recently conducted a

disastrous attack on British merchantmen in the North Sea, when one British and five neutral merchantmen, a destroyer and four trawlers were sunk. England asks her Government how it is possible for the Germans to do this.

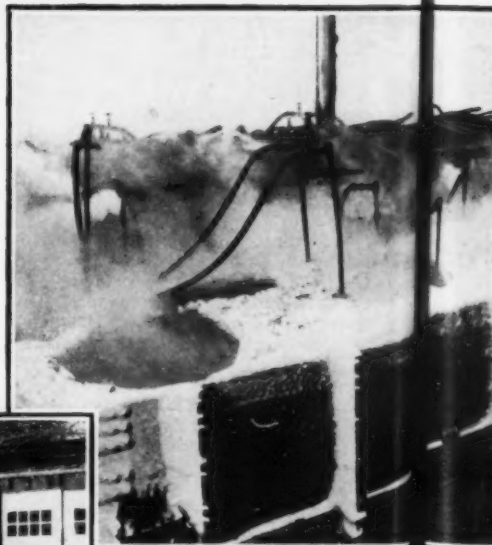


The stock exchanges of New York and Chicago are as Quaker meetings compared to the apparent confusion on the floor of the Tokio Exchange. The Tokio brokers make their trades through a system of finger characters, much the same as in this country, but besides yelling and sawing the air, they clap their

hands. Each trader energetically uses a fan when not signaling with his fingers, the result being something like a flock of pigeons caught in a whirlwind. The first exchanges for trading were established in Japan three hundred and fifty years ago. At first they dealt only in rice, but later included oil, gold and silver.



The latest mission to visit the United States is the China mission, it was said, was merely one of inspection. It has given fortifications. The young lady in the picture is daughter Ting-Tsu Chiang, seated in the center, and she is left in V. the left is Major Lin Chun Han, who will soon grace a Reat Adm. Hsi L.



The coal shortage in New York and northern cities is being relieved by heavy snow-storms that prevailed in December, a from cars to storage plants was greatly helped by the picture above shows one method of storing the coal. The storms that congested the railroads have caused distribution points, which were being long lines seeking relief. In certain parts of New York only one to each customer but three d



A "run" on the sugar market of Poughkeepsie, N. Y. To relieve the sugar shortage a cough drop factory closed down and sold the sugar thus saved to the people of the town at actual cost. When the sale began, more than two thousand people were in line. Approximately

ten thousand pounds in bags of five pounds each were sold in one hour and a quarter, and the line was still a long one. One five-pound bag to a family was the rule. The shortage in sugar and coal drives the war home to many families and causes acute suffering in many centers.



# From All sides of the compass



FROM ILLUSTRATING

Venice is rejoicing over its escape from the fate of Rheims, and now that its own immediate safety is assured, its citizens are trying to instill courage into the rest of Italy in its peril.

The citizens of Venice recently met, and after voting never to desert the city in an hour of need, sent a message of confidence to General Diaz, the Italian Commander-in-Chief.



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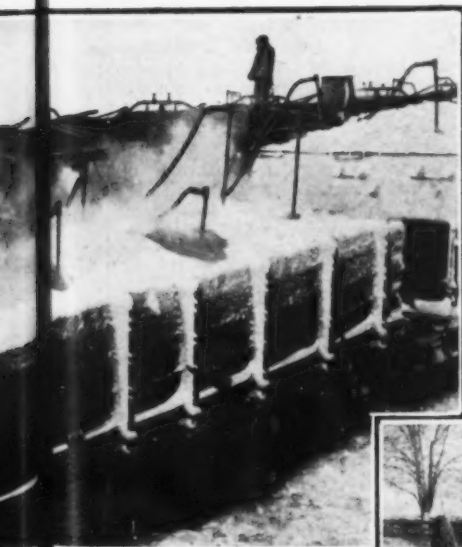
is the China, shown above. The purpose of this mission, has given ready access to United States military are daughter of the head of the mission, Lieut.-Gen. and she left in Washington to finish her education. On soon France as a military observer, and on the right is Ading Hsi Li.



PHOTO NEWS BUREAU

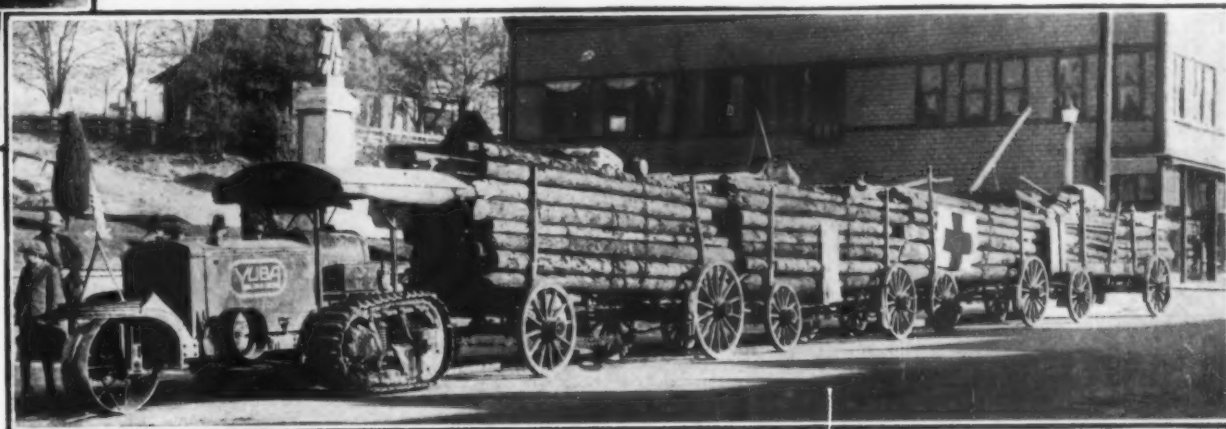
What is probably the largest knitting class in the world was recently formed in the manufacturing plant of one of Chicago's leading industries. Two hundred and seventy-seven women and girls answered the call to make comforts for the soldiers. An

expert teacher on two nights a week instructs beginners in difficult stitches. This picture shows part of the class. Note the huge service flag in the background—154 stars represent the men in service, and nearly all of their places have been filled by women.



CENTRAL NEWS

and northern cities was aggravated by the... and the removal of the coal... by the power of the elements. The... of the coal to facilitate its removal... caused hardships at the retail... lines of rich and poor eagerly... only one pail of coal was allowed... three days.



NORRIS

The fuel crisis in the State of Washington was overcome by the lumbermen. The picture above is one more demonstration of the value of the motor truck in war-times. Where the horse would have been of little use, this giant tractor successfully overcame the difficulties of

road and load. Garfield County, Washington, has shown the value of preparedness for any emergency. Loads of lumber like this will take the place of many tons of coal, but unfortunately wood is not a practical fuel for use in large cities.

# Training for the Big Game

By ED A. GOEWEY



Training for the Big Game was always a serious matter as every man that has worn the moleskins—or sat in the bleachers, for that matter—knows, but the men in this picture are training for a bigger team than they ever guessed they'd make. They are soldiers at the Charleston Naval Camp getting the punch that is going to take them over the top with a chance and a half more than the enemy, who never saw an American gridiron and has spent more time with the goosetop over a parade ground than they did on a cinder-path.

**I**F the men in the various armies engaged in the world's greatest war were to be deprived of all the weapons except the ones that nature gave them, man for man America could obtain a speedy decision in favor of the Allies. This is not jingo-talk, it is fact.

For the American-born youth is naturally a fighter and is at his very best in a man-to-man clash with bare knuckles as his only weapons. He is the most conspicuous example of that type of battler who is said to have a "wallop in either hand."

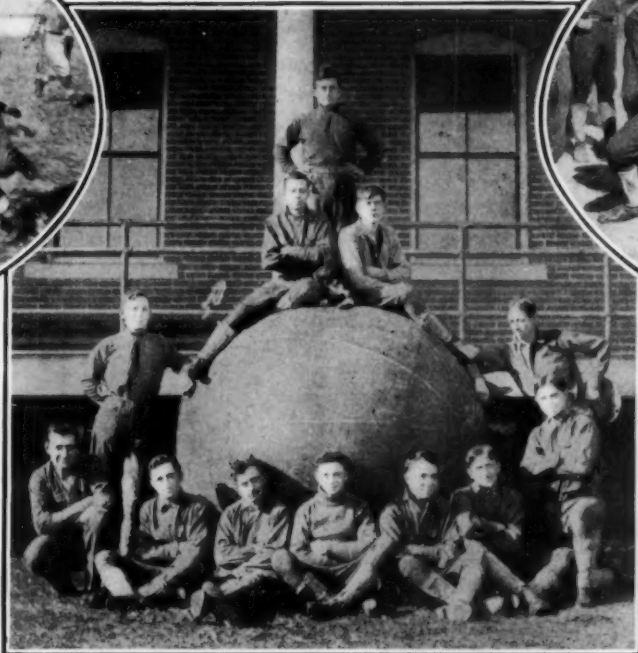
In the early part of November last a handful of American soldiers, undergoing a little experience test in the front-line trenches on the French fighting front, were surprised and attacked at night by a force of Germans who outnumbered them many times. Cut off from relief by a heavy barrage fire in their rear they fought fiercely until their ammunition was exhausted. Then they used their guns as clubs until these were wrested from them, but continued the struggle with their bare fists until borne to the ground by weight of numbers.

In announcing the capture of the five wounded and twelve badly battered Americans who were alive after the skirmish, the official War Office statement sent out from Berlin credited the United States troopers with fighting desperately until beaten into submission, and laid special stress upon the manner in which they defended themselves after being deprived of weapons.

Yes, even the Germans were willing to praise the efforts of the American fists, backed by pluck, skill and sound athletic bodies.

In the latter part of the same month, on the British front, at Cambrai, when eleven attacking Hun divisions were driven back, fighters from this country won distinction for themselves by the fury of their defense. Referring to the incident, the official British statement said: "Courageous conduct of a number of American soldiers attracted general attention. They were but pioneers and specialists engaged in construction work on field railroads, but when the enemy appeared, they exchanged their shovels for rifles and fought at the side of the English soldiers. Several of them fell fighting gloriously. Some of the Americans, becoming engaged at close quarters with the enemy, made use of their weapons as clubs or beat down their opponents with their naked fists."

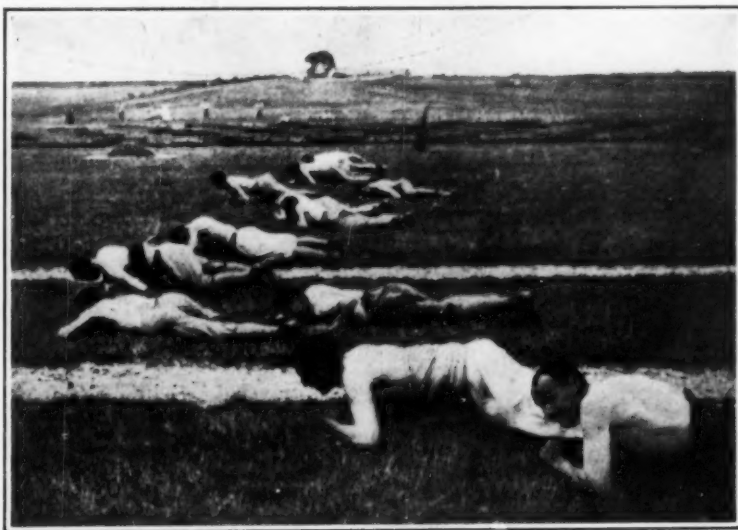
Another score for the American boxer. Not many days later soldiers from the United States again distinguished themselves in the fighting about Cambrai. About fifty American and Canadian engi-



At Fort Myer push-ball has been the king-sport this fall. These men who have been doing the Atlas act with the leather pea in the photograph won't suffer heart failure when they meet a few husky sons of Attila.

neers were cut off in the German turning movement near Gouzeaucourt, and were taken prisoners. An escort of about two dozen German soldiers started with them along the road leading to the prison cages, but as the disconsolate procession moved along it came suddenly upon a small body of British troops which also had been cut off from the main forces and were wandering about.

The British Tommies at once charged toward them. The Germans endeavored to drive their captives off toward La Vacquerie, but the prisoners promptly hurled themselves upon their guards and fought bare-handed until the British soldiers came to their assistance and assisted in disposing of the Germans. Then the engineers took the guns of the dead Huns and fought their way back with their rescuers until they reached the British line.



Aping the ape is the latest trick to beat the Hun. The last inch of ground is always won by muscle and skill and not by powder or steel. Lieutenant Hebert, of the French navy, says that the best fighter-athlete never saw a dumb-bell, couldn't score a tennis match and wouldn't be able to argue with the referee even if he had a chance—he refers to Darwin's friends the monkeys. An animal is a self-made athlete and so the "Method Hebert" takes you right back to nature and lets you make yourself. Without even the hair-shirt of the chimpanzee, Hebert's pupils crawl over the ground, shin up trees, wrestle, heave rocks, and disport themselves generally like the Zoo on a holiday. The results of this training have spoken for themselves and the American as well as the French army has taken over the system.



Leave a crowd of Americans together with nothing to do and it doesn't take long for somebody to start some kind of an athletic contest. Quick to realize the value of this inherent love of sport America is making her training camps giant athletic fields and building her soldiers with athletics—and building them better because the training never becomes weary routine.

These were but instances, trifling ones perhaps, in the tremendous struggle in which millions of men are constantly engaged in life-and-death struggles, but they were among the first clashes in which the warriors from the United States took part, and in each the sons of Uncle Sam, when hard pressed, fell back upon first principles and defended themselves as they had been taught to do since their earliest school days.

The pioneers who came to these shores centuries ago and took the initial steps in turning a continent of wilderness into the world's most progressive and prosperous country were men of brawn and muscle, determined, resourceful and sound of body, and it was due largely to their physical capabilities that they met and overcame all obstacles.

History's chronicles of those early trying days prove that these men brought with them a taste for athletics and outdoor games and pastimes, and the commons and malls of the towns first settled were the scenes of innumerable contests in which our forefathers vied with one another in friendly combat for physical supremacy. Almost all of the great men who molded the destinies of this nation when in its infancy distinguished themselves for their muscular might, with the great Washington as one of the most conspicuous examples. And that desire for exceptional physical fitness which our earliest ancestors passed along to those who followed directly in their footsteps has been embraced and amplified by each succeeding generation until the youth of the United States have become the premier athletes of the world, with only the men of England, the mother country, to press them closely for honors in certain lines.

But even England, parent of boxing as a means of self-defense, long since yielded the palm of supremacy in this branch of athletics to the exponents of the manly art in the United States. And here, also, we took the old English game of town ball or "rounders," transformed it into baseball, and made it the most scientific, most popular and most healthful pastime the world ever has known, and one which, since the days of the Civil War, has been played by every youth with a drop of red blood in his veins from the Atlantic to the Pacific. At football, swimming, wrestling, rowing, tennis, track and field sports and many other lines of out-of-door endeavor we have become most proficient, until today no other nation questions the claim of the men and women of America that they lead in all forms of athletics. Those residents of the United States who do not engage

(Continued on page 29)





# DODGE BROTHERS

## CLOSED CAR

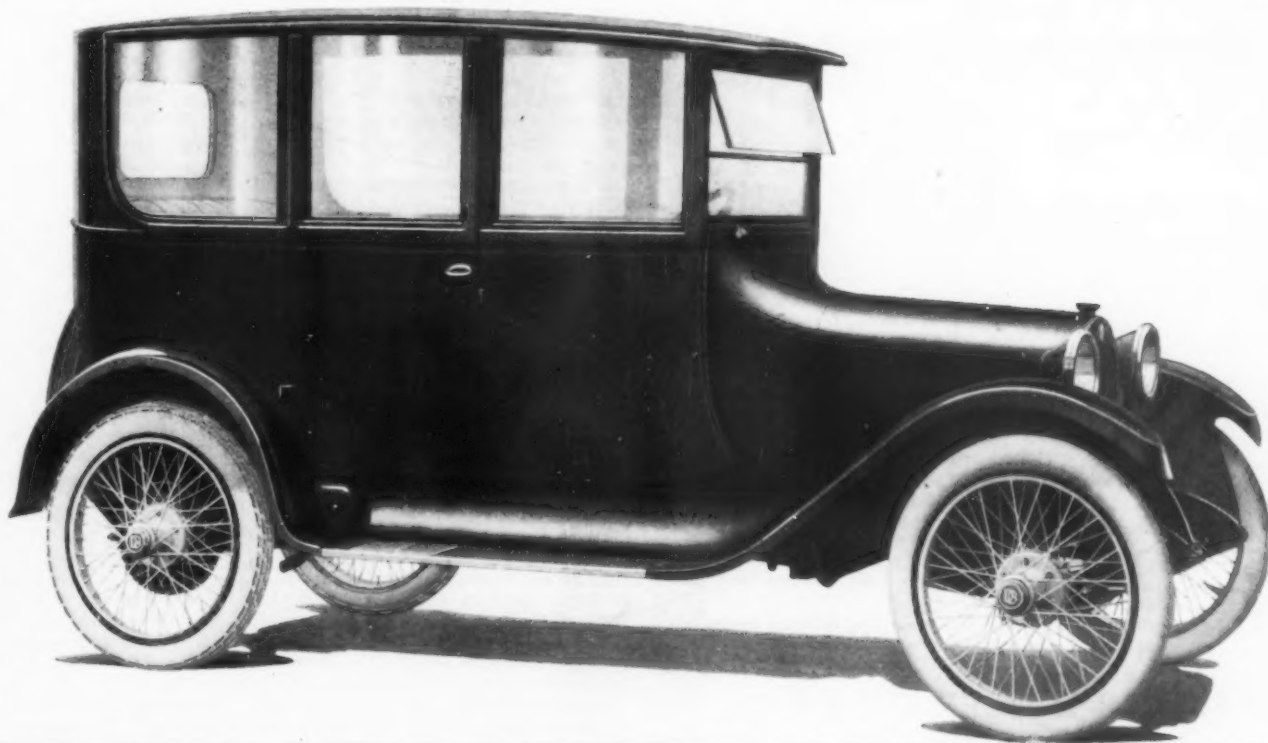
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Not so with Miller Tires. Once they varied as the rest do. Today less than one per cent ever call for adjustment.

It would seem that other makers, too, could attain this uniformity. For methods are standard—known to all.

But tires are mostly handwork. They differ as the men who build them differ—and always must. Miller has triumphed by solving this human equation. By ridding these tires of "human variables."



## 99% Excellent

Miller tire-builders are carefully recruited. Each must meet exacting standards.

Then science keeps books on every man's personal efficiency.

He is marked on every tire that he builds.

But more than that, he is penalized if ever one comes back.

Thus we've created a body of master tire-builders—called the crack regiment of the whole tire army. Their average personal efficiency is 96 per cent.

The tires they build—99 in a hundred—wear practically uniform under like conditions. That means these tires are 99 per cent excellent.

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## 1 Motorist in 50

Tires so uniform can never be produced where quantity output rules. Picked men are limited. And if you multiply workmen you multiply variables.

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Next time you buy tires go to the nearest Miller dealer. Don't buy only one—put a pair of Miller teammates on opposite wheels of your car. Then both will experience like wear.

After that proof of Miller uniformity you'll never trust to luck.

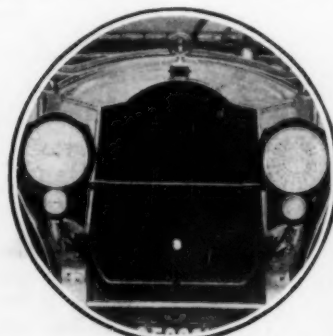
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# Motor Department

Conducted by H. W. SLAUSON, M. E.

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Although to the uninitiated the difference between a water-cooled and air-cooled car may be slight, the average motorist will note the absence of the radiator in the latter case. In some designs of water-cooled cars the sloping front hood may be used, but in such a case the expert will always look for the radiator tubes forward of the dash at the rear of the bonnet.

## The "How" and the "Why" of the Cooling System

**T**HE temperature of each explosion in a gasoline engine is somewhat over 2000 degrees F. This may be only slightly below the melting point of iron. The lubricant which we use in the cylinders burns at a temperature below 500 degrees F.

It is evident that even in winter we need some system whereby the intense heat of the explosions is carried away, so that the temperature in the cylinders will be reduced to the point at which the iron and oil may do their work effectively. To be sure, this point of most intense heat occurs when the piston is at the top of its stroke and is covering the whole cylinder walls. The descent of the piston allows the exploded charge to cool rapidly owing to the law of the expansion of gases. The temperature existing in the cylinders, however, at the time when the exhaust valve opens, is so high as to prevent the operation of any type of internal combustion engine without some exterior means of cooling.

The heat in an engine is generated by the explosions faster than it can be distributed into the surrounding air through even the thinnest walls. If this heat in the explosion, however, can be distributed over a larger area, so that a greater amount of the cooler outside air may come in contact with the heated surfaces, a greatly-increased cooling effect will take place. The simplest method of enlarging this area of radiation consists in building spines, ribs or flutes around the cylinder. This is the system of cooling employed in the air-cooled engine as found on motorcycles and a few motor cars.

But even with this increased area over which the heat in the explosions may be distributed for radiation into the cooler air, effective cooling will not occur unless the air is rapidly changed, the hot air continually giving place to the cold. The rush of the unenclosed engine through the air is relied upon for sufficient cooling in the case of a motorcycle.

Such a system is not sufficiently effective in the case of the air-cooled automobile engine, however, and a somewhat different system must be employed. One of the best-known types of motor car air-cooling consists of vertical fins attached to each engine cylinder to increase the area of heat dissipation by several hundred per cent. These fins are, in turn, enclosed in a thin steel jacket connected only at the top and bottom with two air passages. The upper air passage is directed toward the front of the car and collects air from what, in a water-cooled car, would be the radiator. The lower passage is open only at its

rear end in which the fly-wheel revolves. The fly-wheel itself is in the form of a powerful suction fan, and as it revolves it draws air from the front of the car, through the upper enclosed passage, and thence down, in contact with each cylinder and its radiating fins, and finally out through the fly-wheel toward the rear of the car. This powerful circulation of air occurs whenever the engine is in operation and is so efficient as to provide for the proper cooling of the engine on even the hottest summer's day.

But the amount of heat generated in an engine cylinder increases with the amount of gasoline mixture exploded or burned. The amount of mixture which can be sucked into any cylinder is dependent upon the volume of that cylinder. The area to which fins may be attached for the collection of heat and its dissipation into the air, however, is determined solely by the surface possessed by that cylinder; but when we increase the capacity or volume of a cylinder, the total area of the surface does not increase in the same proportion. Consequently, we may reach a point at which the heat generated, through the large volume of gas burned, is greater than that which may be dissipated into the air through the restricted area of the surface. Before this point is reached, only the best of air-cooling systems can be relied upon for effective work.

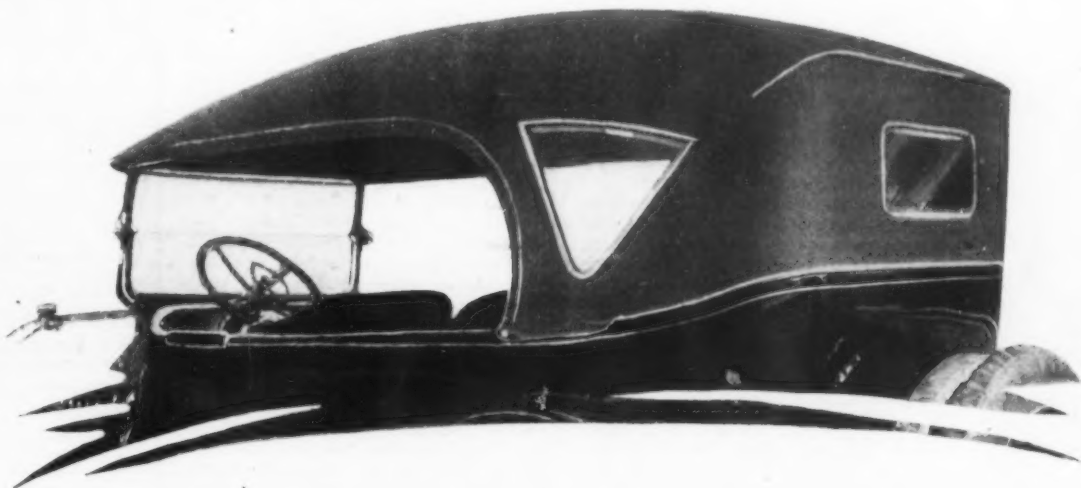
We must, therefore, seek some method to increase the area over which the heat of the engine may be distributed for effective radiation into the air. If we can tack only a limited area on to each cylinder, we can, at least, carry that heat by means of water (which is a far more effective heat-transfer medium for this purpose than is air) to a device designed solely for the purpose of furnishing the maximum amount of radiating surface in a minimum amount of space. This device is the radiator, and is so pierced with cells, holes and tubes through which the air passes, that the water forced through these air-cooled tubes and passages is reduced many degrees in temperature and returned to the engine jackets, where it can again absorb the heat in the explosion. It will thus be seen that even every water-cooled engine is, indirectly at least, air-cooled, for it is into the air that the heat of the explosions is finally dissipated. The cooling water is merely a medium for transferring the heat from the restricted spaces in the engine to the enlarged air surfaces of the radiator.

But when the car is running at slow speeds, the passage of air through the

(Continued on page 95)



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Before and after shaving, do this: Moisten thumb and forefinger with a drop or two of 3-in-One. Draw the razor blade gently between the pores of the steel and prevents rust forming. Makes the edge last longer. Doubles the life of any safety blade. Old-style razors require fewer honings if 3-in-One is regularly applied.

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3-in-One is sold at all good stores in 50c, 25c and 15c bottles; also 25c Handy Oil Cans. Look for the big red ONE on the label.

**FREE** Liberal sample of 3-in-One Oil and Razor Saver Circular—both sent free.

**Three-in-One Oil Co.**  
165 CER. Broadway, New York



## Escaping the German Clutches

(Continued from page 15)

plans and decided I would try and settle for a while in the little town I had reached, for, on the border provinces, it was still possible to get "regional passports" as they called them, which enabled the Belgians who lived close to the frontier to go to Holland to provide themselves with necessities and even to visit their Dutch relatives.

In the meantime, under the strain and sorrow of the past twelve months my health was rapidly failing. The Dutch medical man who attended me in the little town declared that I ought to be taken to a Dutch sanatorium, which luckily stood close to the frontier. He gave me papers bearing testimony that I stood in need of medical care. To be allowed to live in the little town of X, I was obliged to go back to the town hall at Brussels to get the papers necessary for establishing my residence. After two days' absence, I returned to my mother and daughter whom I had left in X. When I arrived I was informed at my hotel that the Kommandant of the place had twice inquired after me during my absence. Not wishing him to suppose that I was concealing myself, I at once repaired to his office.

"Ah! here you are!" said he in German. "Be seated and tell me what you are doing in this place."

"I am here for my health," I answered, "and have presented a medical attestation and a request for a passport, so as to be able to go to the Sanatorium of Z."

"What is your husband doing?"

"He is, as you are yourself, serving his country."

"Ah! now, we come to the question; he is in Holland I presume?"

I understood he suspected me of being a spy. "I have no idea where he is," I replied, "having had no letter from him for the last two months. Here is his photograph; it may convince you that he never comes to this country."

He took the photo.

"Your papers?" said he.

"I have already given them to the garde champêtre," I answered, "according to the orders you gave travelers who pass through this place."

"Those papers ought to be handed to me within an hour's time. I have to transmit them directly to the Kreischef. I'll call for them at your hotel in going to the railway."

I took leave and went at once to the communal office, where I got my papers safely back from the secretary and returned to the hotel leaving strict orders that I should be called as soon as the Kommandant came; then I retired to my room. When that officer arrived he prevented the man from letting me know and walked straight up-stairs to my apartment.

"So it is a perquisition!" I said. "Well, here are my papers and here is my bag."

Conscious of the rudeness of his proceedings he refrained from opening my luggage.

"I'll take your papers away with me," he declared. "Here is a receipt for them. It will enable you to go about as usual."

The next morning my mother was sitting in the loggia-window, when, to her surprise, she beheld the Kommandant walking up and down in front of the hotel and frequently looking in her direction, as if seeking an opportunity to bow.

The next moment he was addressing my little girl, who was playing near by: "Come and gather fruits and flowers in the garden of my villa, will you?" said he. (His abode was the dwelling place of a Belgian officer.) "All is mine there now."

Somewhat startled, the child ran up-stairs to tell us of that strange proposal. Two days later, I was going out when he came up to me.

"Here are your papers," said he. "Let me advise you not to try to escape to Holland without a passport. It might cost you your life. And why, indeed, do you wish to leave this country? Your health? Is it not rather the sadness of the life you are leading in the sole company of an old woman and a child? Don't you miss the conversation of a man and his presence at your side? If it is money you need I have as much for you as you care to ask."

Shame and anger were burning high within me. Yet, if I openly defied the man, he might in these arbitrary times have me arrested, and then what would happen to us three? Striving therefore for self-possession and feigning not to see his meaning, I replied:

"I am in need of nothing, of nothing but as much solitude as I can get."

I was deeply annoyed at his impertinent and unexpected sally. I understood that I should have to leave the town where I had intended to reside until an official answer was given to my request—and to leave it without any loss of time, lest the commander could definitely detain us there as permanent residents, for my mother being French could be strictly forbidden to travel anywhere beyond a few miles from the place of her abode, and we had already been set down on the list of the strangers residing in the town.

In the greatest anxiety, I once more made my way to the passport office. The feldwebel who had received me on my previous visit had seemed to me

gentlemanly: "Madam," said he, when I explained why I had come, "it is no longer in my power to give you leave to go to Holland. New orders have been issued, enjoining us to refer all such requests to the Kreischef; moreover, we have to send all the information we can collect about the persons who ask for such leaves. If you wish the affair to be rapidly settled—and it will take ten days at the least—I strongly advise you to go yourself to the district town where I will forward your request."

This was the wished-for opportunity for leaving the town at once and for good, without rousing the suspicions of the Kommandant. Consequently the next morning, we took the train for the district town at an early hour. That same day, I went to the district passport office, where my request had already arrived. After waiting a long time amid a crowd of merchants and of drivers of all kinds that had come for their written authorization of circulation to be renewed, I was submitted to a new series of questions relating to my identity, to my means of existence—for taxes extremely heavy in most cases were charged for any delivery of passports—and to the causes for which I had sent in the request. When I produced the medical attestation, the feldwebel looked at me sneeringly. "In Germany," said he, "our wives, too, are suffering from ill health, but nurse themselves at home. Besides, your mother is French. You will get an answer in ten days. Your request must be approved by the Governor of the Province."

The man's ill-will was evident; it was clear I had nothing to hope from him. Nevertheless, taking advantage of the information he had inadvertently given me, I resolved to go to the town where the governor lived, the chief-lieu of the province, to present my request. The next morning saw me entering that third passport office. When the feldwebel had heard why I had come, he gazed at me with arrogant hatred. "You live in Brussels," said he roughly. "The passport office in that town is situated in 'Place Royale.'" "I know," I answered, "but I

(Continued on page 26)

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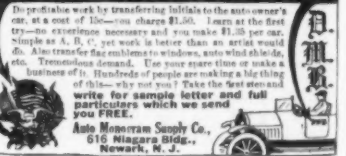


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# Motor Department

(Continued from page 22)

openings in the radiator is not sufficiently rapid to dissipate the heat as fast as it is brought to the radiator from the engine. To overcome this difficulty a fan is mounted directly back of the radiator. This is driven by the engine, thus varying with it in speed, and serves to suck air through the openings in the radiator up to a car speed of about 25 miles an hour. Above 25 or 26 miles an hour, the fan does not serve to suck air in more rapidly than it is pushed through the radiator by the speed of the car.

If the water were allowed to remain in the water jackets without passing on to the radiator, steam would soon be formed, for the heat thus accumulated by the water can only be effectively dissipated through the medium of the radiator. It is, therefore, necessary to provide some method for carrying the heated water to the pipes at the top of the radiator. This is done on the majority of cars by means of a pump driven by the engine which maintains a forced circulation of water whenever the car is in operation. The natural tendency of hot water to rise, however, as is demonstrated by the fact that the bottom of a teakettle as it starts to boil may be touched with the hand, is used in what is known as the thermo-siphon system. In such a design the water heated in the engine jackets rises through the pipe connections to the top of the radiator. As its heat is given up to the air forced through the radiator, the cold water sinks and is replaced by the hotter water continually passing from the engine. This creates a natural flow of water, somewhat slower than that forced by the pump, to be sure, but fully as effective if the system is properly designed. The thermo-siphon type of cooling circulation uses larger water passages in the engine and connecting pipes, and, consequently, a greater amount of water is needed for cooling an engine of a given size. It is simple in operation, however, and is popular with the designers of many of the lower-priced automobiles.

A few years ago the engine which would not overheat under normal conditions of hill-climbing on a warm day was so scarce as to cause comment. Today, an engine may be driven at nearly full load in the hottest weather without undue difficulty from this source. There need be no mystery about the causes of overheating—they are logical and can be remedied easily if the motorist will search out the cause of the trouble. Overheating in an engine can be caused primarily by but two things, either an undue generation of heat or an insufficient dissipation of heat.

The generation of too much heat may be due to continual driving at wide-open throttle. This is a condition especially noticeable when a long hill is climbed "on high." Under this condition the engine is exploding a full charge of gas with its maximum heat-forming tendencies, while the fan and pump are operating at a speed proportionate only to the travel of the car. Therefore a shift to second gear will reduce the amount of heat generated in the engine by enabling it to do its work with only a half-open throttle, and the increase in engine speed itself will turn the fan faster and, therefore, assist in the rapid dissipation of heat through the radiator.

The second cause of excessive formation of heat in an engine cylinder is a retarded spark. If the spark control has slipped or is set so that ignition does not take place until the piston is well started on its downward stroke, a greater amount of cylinder wall will be exposed to the action of the flames, and it is popularly supposed that it is this which causes the excessive formation of heat under such conditions. As a matter of

fact, however, the real cause of heat formation with a retarded spark lies in the ineffective application of the power stroke. If the spark does not occur until too late, much of the force of explosion will be lost and the engine will be "losing power." This will mean that the throttle must be opened to a greater extent to obtain the desired power for the same speed of car travel, and we have conditions existing similar to those mentioned above when the engine is called upon to climb a steep hill on high gear.

For the third cause of excessive heat formation, we may look to the mixture. A rich mixture burns slowly and not only delivers less effective power with each explosion, but exposes the full area of the cylinder walls to the prolonged heat of the flame.

Ineffective dissemination of heat may be due to a variety of causes, but each is comparatively simple to locate and remedy. The first is lack of sufficient water in the cooling system to carry the heat, as it is formed, from the engine jackets to the radiator. The radiator should be kept filled and any leaks which may be found in the hose connection or radiator cells should be repaired as quickly as possible.

The water jackets and interior walls of the radiator cells may be covered with rust, sediment or some other deposit which prevents the effective transfer of the heat of the flame to the water or the heat of the water to the air. This difficulty may be overcome by the use of some of the recognized caustic solutions intended to remove radiator scale.

Restrictions in the water circulation will cause an accumulation of heat in the cooling system due to the ineffectiveness of its dissipation. This may be due to torn pieces of hose pipe which, in the case of the thermo-siphon system, may eventually check the normal flow of water. In winter-time, however, this condition is more liable to be caused by a partial freezing of the radiator. If ice is formed in some sections of the radiator cells, the radiating surface will be reduced by that amount and, strange as it may seem, the heat of the boiling water in the radiator will not be sufficient to thaw out the offending cells as quickly as might be imagined. This same condition will occur if a cover which partially encloses the radiator is used under conditions of weather or operation that would ordinarily require the maximum radiating effect.

Another frequent cause of insufficient dissipation of heat from the radiator is a slipping fan belt. The majority of cars are provided with means whereby the tightness of the fan belt may be regulated. As intimated in a preceding paragraph, however, this difficulty only becomes serious at car speeds below 25 miles an hour.

One condition which has proved rather a mystery to the average driver is that of an overheated engine the condition of which is not indicated by boiling water in the cooling system. Such a condition is caused by the formation of an excessive amount of carbon in the engine cylinders. The carbon builds up on the cylinder head and on certain portions of the wall through which the heat of the explosion is generally transferred to the water, and forms an effective insulation. The heat is thus retained within the cylinders, and although the cooling water is kept at a normal temperature, the symptoms of the engine indicate all parts to be seriously overheated. Furthermore, the projecting points of carbon become incandescent and cause the ignition of the charge before the piston has reached the top of its stroke. This causes the knock which always accompanies the operation of a carbonized engine.

(Continued on page 27)



## The Motorists' Cash Register

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### Correct Automobile Lubrication

**Explanation:** In the Chart below, the letter opposite the car indicates the grade of Gargoyle Mobiloil that should be used. For example, "A" means Gargoyle Mobiloil "A", "Arctic" means Gargoyle Mobiloil "Arctic", etc. The recommendations cover all models of both pleasure and commercial vehicles unless otherwise noted.

This Chart is compiled by the Vacuum Oil Co.'s Board of Engineers and represents our professional advice on Correct Automobile Lubrication.

Model of	1917	1918	1919	1920	1921
CARS	Summer	Winter	Summer	Winter	Winter
Albion-Detroit (8 cyl.)	A	A	A	A	A
Allen (Mod. 33-34-35)	A	A	A	A	A
Apex (8 cyl.)	A	A	A	A	A
Auburn (4 cyl.)	A	A	A	A	A
Auburn (8 cyl.)	A	A	A	A	A
Autocar (2 cyl.)	A	A	A	A	A
Buick (8 cyl.)	A	A	A	A	A
Buick Cadillac (8 cyl.)	A	A	A	A	A
Cadillac (8 cyl.)	A	A	A	A	A
Cadillac (12 cyl.)	A	A	A	A	A
Chalmers (Mod. 6-8)	A	A	A	A	A
Chalmers (Mod. 6-8)	A	A	A	A	A
Chandler (Mod. 6-8)	A	A	A	A	A
Chevrolet (8 cyl.)	A	A	A	A	A
Chevrolet (12 cyl.)	A	A	A	A	A
Cole (8 cyl.)	A	A	A	A	A
Cunningham (8 cyl.)	A	A	A	A	A
Dart (Mod. C)	A	A	A	A	A
Detroit (8 cyl.)	A	A	A	A	A
Dodge (8 cyl.)	A	A	A	A	A
Dodge (12 cyl.)	A	A	A	A	A
Dodge (16 cyl.)	A	A	A	A	A
Empire (4 cyl.)	A	A	A	A	A
Empire (8 cyl.)	A	A	A	A	A
Federal (8 cyl.)	A	A	A	A	A
Ford (8 cyl.)	A	A	A	A	A
Ford (12 cyl.)	A	A	A	A	A
Franklin (8 cyl.)	A	A	A	A	A
General (8 cyl.)	A	A	A	A	A
Hai-Twelve (8 cyl.)	A	A	A	A	A
Haynes (8 cyl.)	A	A	A	A	A
Hudson (Super Six)	A	A	A	A	A
Hupmobile (8 cyl.)	A	A	A	A	A
Jeffrey (8 cyl.)	A	A	A	A	A
Keams (8 cyl.)	A	A	A	A	A
Kelly Springfield (8 cyl.)	A	A	A	A	A
King (8 cyl.)	A	A	A	A	A
Knight (8 cyl.)	A	A	A	A	A
Knight (12 cyl.)	A	A	A	A	A
Laurel (8 cyl.)	A	A	A	A	A
Levinson (8 cyl.)	A	A	A	A	A
Lippert Stewart (8 cyl.)	A	A	A	A	A
Lucas (8 cyl.)	A	A	A	A	A
McFarlan (8 cyl.)	A	A	A	A	A
Marmont (8 cyl.)	A	A	A	A	A
Mazda (8 cyl.)	A	A	A	A	A
Mercury (8 cyl.)	A	A	A	A	A
Mitchell (8 cyl.)	A	A	A	A	A
Moline (8 cyl.)	A	A	A	A	A
Moore (8 cyl.)	A	A	A	A	A
National (8 cyl.)	A	A	A	A	A
National (12 cyl.)	A	A	A	A	A
Oakland (8 cyl.)	A	A	A	A	A
Oldsmobile (8 cyl.)	A	A	A	A	A
Overland (8 cyl.)	A	A	A	A	A
Packard (8 cyl.)	A	A	A	A	A
Page (8 cyl.)	A	A	A	A	A
Pathe (8 cyl.)	A	A	A	A	A
Pontiac (8 cyl.)	A	A	A	A	A
Pontiac (12 cyl.)	A	A	A	A	A
Pierce Arrow (8 cyl.)	A	A	A	A	A
Pierce Arrow (12 cyl.)	A	A	A	A	A
Premier (8 cyl.)	A	A	A	A	A
Reno (8 cyl.)	A	A	A	A	A
Reno (12 cyl.)	A	A	A	A	A
Riker (8 cyl.)	A	A	A	A	A
Saxon (8 cyl.)	A	A	A	A	A
Schley (8 cyl.)	A	A	A	A	A
Simplex (8 cyl.)	A	A	A	A	A
Simplex (12 cyl.)	A	A	A	A	A
Simplex (16 cyl.)	A	A	A	A	A
Studebaker (8 cyl.)	A	A	A	A	A
Studebaker (12 cyl.)	A	A	A	A	A
Studebaker (16 cyl.)	A	A	A	A	A
Valve (8 cyl.)	A	A	A	A	A
Westcott (8 cyl.)	A	A	A	A	A
White (8 cyl.)	A	A	A	A	A
Willis Knight (8 cyl.)	A	A	A	A	A
Willis Knight (12 cyl.)	A	A	A	A	A
Willis Knight (16 cyl.)	A	A	A	A	A

**Electric Vehicles**—For motor bearings and enclosed chains use Gargoyle Mobiloil "A" the year round. For open chains and differential use Gargoyle Mobiloil "C" the year round.

**Exception**—For winter lubrication of pleasure cars use Gargoyle Mobiloil "Arctic" for worm drive and Gargoyle Mobiloil "A" for bevel gear drive.



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FROM the beginning, England has made it a national point of honour to see the cheerful side of the war, to the complete mystification of the apostles of kultur and hymnsters of hate. *Punch's* handling of the war is famous. Captain Bairnsfather's cartoons have made *The Bystander* a household word in the British Empire. They have been read with delight in the trenches—and with horror in Berlin!

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## How Peace Came to Us in 1865

(Continued from page 17)

render. It has been said that Mr. Campbell, after the conference, was in favor of "negotiations for peace," or, in other words, favored the acceptance of proffered terms, while Mr. Stephens still believed that the way of peace for the Confederacy was to be found in the Mexican scheme. Receiving no support for any further efforts along this line, the Confederate Vice President regarded the Confederate cause as hopeless, withdrew from its councils and returned to his home. The cause was hopeless. The leaders now knew it, the people knew it, and the soldiers knew it. But it had seemed worth fighting for. Great sacrifices had been demanded, but these had been willingly, even cheerfully, rendered. Throughout, the Confederates in waging their conflict had displayed not only ardent enthusiasm, but also distinguished valor. Yet the stars in their courses were against them. The North had the men and the financial resources. The North, also, had the navy, hemming the South in, and denying to it ocean communications.

But who now can fail to see that nothing could have been worse for the people of the South had the peace commissioners of the Confederacy succeeded in their endeavor to secure terms of peace upon the basis of "two countries" as they desired? With no natural boundaries separating the Confederate States from the States left in the Union, and slavery still existing below Mason and Dixon's line, the most fruitful sources of international troubles would have been destructive of peaceful relations, not to mention other sources of hostility and strife.

Considerations like these have long been recognized in the South. General E. P. Alexander, Longstreet's chief of artillery, who fired the Confederate guns at Gettysburg before Pickett's charge, has stated the matter in the introduction to his "Military Memories of a Confederate": "The world has not stood still in the years since we took up arms for what we deemed our most invaluable right—that of self-government. We now enjoy the rare privilege of seeing what we fought for in the retrospect. It no longer seems desirable. It would now prove only a curse. We have good cause to thank God for

our escape from it, not only for our sake, but for that of the whole country, and even of the world."

My own regiment was one of three Massachusetts regiments at Vicksburg. When the beautiful memorial of these regiments was unveiled in the national park at Vicksburg, November 13, 1903, Lieut. General Stephen D. Lee, of the Confederate army, was one of the speakers, and referred to the significance of the occasion in bringing together "veterans who followed the flag of the Union and veterans who followed the flag of the dead Confederacy—all taking part and loving this great reunited American country." On reading his address as published in a Vicksburg paper sent to me by a friend, I wrote to General Lee thanking him for his patriotic words. In his reply, he said: "It is certainly gratifying to get such a letter from a survivor who was on the other side—now we are all on the same side, glorying in the grandeur and prospective future of the common country."

However it may be with some of the Central powers in the present world-war, Germany certainly is not yet any more ready to talk of peace terms than the Allies would consider than were the Confederate commissioners at the Hampton Roads conference ready to consider the peace terms of Mr. Lincoln. As President Wilson tells us: "Peace, peace, peace has been the talk of her Foreign Office for now more than a year." But the talk has been that of pan-German dreams. Those who have dreamed these dreams have fiercely scored the Reichstag's peace resolution of June 19th as inimical to Germany's prospective development. Without ample indemnities, we are told, Germany would lack protection against future menace. With such peace talk on the part of autocratic Germany, all peace talk at the present time, from whatever source and however well-meaning, is not only ill-timed and ill-advised, but useless. For a peace that will make "the world safe for democracy," and will make impossible another war for world-domination, we must wait yet a while longer, lest the sacrifices of the Allies hitherto shall have been in vain, and our ideals for humanity end like a dream.

## Escaping the German Clutches

(Continued from page 24)

am now living in this province, in which the medical certificate was given me. According to German instructions it is to you that I must apply."

"Well," he rejoined sarcastically, "go and wait for your answer in the town where your medical man lives. Within ten days it will reach you. But you had better not entertain very sanguine hopes."

Despair crept into my heart as I left that office. At the hotel someone told me that I might perhaps apply to a Belgian official who, having constant intercourse with the German authorities, would probably contrive to help me. With renewed courage, I hurried to him and that very kind man consented to go with me to one of the staff officers of the Governor and plead my cause.

He was received alone, while I waited in the next room. After some little time, as the door opened, I heard the German officer declare drily: "Useless to insist. We stick to our principles. We have promised ourselves to erect between those who are away and those who have remained a wall that none will be able to pass." So all hope was to be given up. It was then that I resolved definitely to do without the passport which they refused to grant.

I had been given the address of one of those noble patriots who, at the peril of their lives, have contrived to enable

young Belgians to answer the call of their king, and to join their elders in the holy fight for the now fast-approaching deliverance of their country. To him I applied. "Shall I be able to escape with a very old mother and a child?" I asked him.

"I hope so," he answered; "depend upon our faithful help."

Fortunately, the weather was very fine and mild and two days later, at sunset in the midst of the sweet countryside, we joined a small party of two Frenchmen from Charleville, another Belgian officer's wife, and a volunteer who was to take special charge of my mother. We soon left the high road and traveled across fields through thick woods, and over sandy hills. We walked fast, often stumbling against broken stumps or stones, falling into holes, but never ceasing to keep up with the small caravan whose speed had increased.

We walked for hours; then my mother being quite exhausted was seated on the saddle of the guide's bicycle and supported by the two men. But the roads soon became too bad for this means of locomotion and my little daughter and I helped to drag the poor woman along, by her arms. It was with the utmost effort

(Continued on page 31)

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# Men Who Are Winning the War

(Continued from page 11)

every modern, mechanical contrivance for rapidly unloading freight, and invited the shippers of St. Louis to come in under this one roof. As a consequence, the St. Louis merchants can handle their goods without any expense of cartage, drayage, warehousing, etc. They have now an advantage over the wholesale merchants in other cities.

The Station was a financial success from the beginning, and now yields an income of nearly half a million dollars a year. It has tracks connecting with every railroad that enters St. Louis. Chambers of Commerce of other cities have visited it with an idea of adopting its time-saving and money-saving advantages.

When Mr. Brookings and his partner determined to endow Washington University, they assured it a certain income by giving to it the Couples Station. Mr. Brookings is still general manager of the Station, but turns over his twenty-five thousand dollars salary to the college. And this is not Mr. Brookings' only philanthropy. The Mercantile Library, an old institution in St. Louis, was badly located in an unpopular section of the city. It had very little endowment and was not patronized sufficiently to provide funds for its upkeep. Mr. Brookings was elected a member of the board of directors and immediately began to use his business acumen for the advantage of the library. Bonds were floated sufficient for a new building, accommodating the library and

having large office space. The rent received was sufficient to pay its bonded indebtedness and taxes, and provided sufficient funds for the library's maintenance.

In 1913 Mr. Brookings gave an additional million dollars to erect a medical department in Washington University. When he was elected president of the trustees he canceled the University's indebtedness out of his own fortune.

Although Mr. Brookings has never married, he has a large and beautiful country home at Crystal City on the western banks of the Mississippi. The estate is large, and over it a herd of deer roams at will. It is noted for beautiful gardens and immense oaks. There is a large library where Mr. Brookings spends most of his time when at leisure, and his art gallery is surpassed by few in America.

The life of Robert Somers Brookings should be an inspiration and lesson to every ambitious American boy. It teaches that a man may overcome difficulties by pluck, industry and intelligence, and that he can rise from poverty to success by his own efforts. It also teaches that man does not live for himself alone, for Mr. Brookings believes that the accumulation of wealth or wielding of power for personal ends and glory does not constitute one's duty to the world. His life shows that as much energy and intelligence should be given to our duties to humanity as to our own personal aims.

## Motor Department

(Continued from page 25)

Even more serious than are the consequences of an overheated cooling system, are those resulting when the system, aided by the forces of nature, does its work too well. The water in the radiator may be allowed to boil without seriously affecting the engine, for the temperature of steam at atmospheric pressure is only 212, and if the engine jackets can be kept at this point, no harm will result. The danger from a boiling radiator lies mainly in the rapid loss of the water. A frozen cooling system, on the other hand, may wreak havoc, not only with the efficiency of operation, but with the radiator and engine itself. The expansive power of ice is well known and it can well be imagined that but little pressure would be required to crack the delicate cells of the radiator. The repair of the radiator is an expensive undertaking and the services of a man skilled in its construction will be required. Even more serious

than this, however, is the expansion of the ice in the water jackets of the engine which may result in a cracked cylinder that would require the purchase and installation of an entire cylinder bloc, costing in the case of some engines as high as from three to five hundred dollars.

Three ways are open to the motorist to prevent the occurrence of such disasters. The first is to keep the engine and its cooling water above the freezing point by means of heat in the garage and by running the engine at frequent intervals when it stands outside in cold weather. The second is to drain the water from the lowest point of the circulating system whenever the car is to remain idle in the cold. The third is to introduce into the water some compound or solution which will lower the temperature at which the mixture will freeze to a point below that of the minimum reached by the mercury.

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Booth	The Masquerader	Effective dramatization of popular novel	Knickerbocker	Her Regiment	Donald Brian in Victor Herbert operetta
Broadhurst	Lord and Lady Alcy	English comedy with star cast	Liberty	Going Up	New musical comedy
Carnegie Hall	Concerts	Music by leading organizations and soloists	Longacre	Leave it to Jane	"The College Widow" in musical comedy form
Castro	Oh, Boy!	Musical comedy success from last season	Lyceum	Tiger Rose	Thrilling melodrama in true Belasco style
Century	Miss 1917	Gala revue	Manhattan	Chu Chin Chow	Gorgeous Oriental spectacle with music
Gen. M. Cohan	The King	Spicy farce from the French	Metropolitan	Grand Opera	Famous singers in repertory
Cohan & Harris	A Tailor-Made Man	Clever and well-acted comedy	Morocco	Lombardi, Ltd.	Lively comedy about a designer of gowns
Criterion	Madame Sand	Mrs. Fiske in brilliant character play	New Amsterdam	Cohan revue	Smart medley
Comedy	Four short plays	Washington Square players in clever bill	Park	The Land of Joy	Brilliant Spanish troupe in their native songs and dances
Cost	Flo Flo	Frisky musical comedy	Playhouse	Billeted	Margaret Anglin in war play
Maxine Elliott	'Twas of Youth	Unusual melodrama	Plymouth	The Gypsy Trail	Delightfully fresh comedy
Eltinge	Business Before Pleasure	Potash and Perlmutter, funnier than ever, as film magnates	Republic	Parlor, Bedroom and Bath	New farce
Empire	Lady of the Camille	Ethel Barrymore in Dumas classic	Shubert	Maytime	Charming and unusual play with music
Elton	Words and Music	Raymond Hitchcock in new revue			Standard plays given in French
Gaiety	General Post	New comedy from London	Vieux Colombier	Repertory	Lou Tellegen in drama of regeneration
Globe	Jack O' Lantern	Fred Stone at his nimblest, assisted by wonderfully trained chorus	39th Street	Blind Youth	Snappy revue
			44th Street	Over the Top	Unusual drama
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# Training for the Big Game

(Continued from page 20)

in some form of physical exercise are the exception, not the rule.

And when the Government of the United States, determined to assist the Allies in their fight for humanity against the Huns and their confederates, issued the first call to the colors, it was a foregone conclusion that the initial response would come from thousands who had excelled in some department of athletics.

Yes, the men of the athletic world did themselves proud. Among them there were no shirkers. The very first troops which left these shores bound for the French and English battle fronts included in every regiment hundreds of those who, in the not distant past, had distinguished themselves upon the gridirons, diamonds and cinder paths scattered through every state in the Union. They included the very best of young American manhood, sound of body and limb—those who had battled with every ounce of physical ability they possessed for the honor and glory of some institution, organization or town they represented.

And now, when called upon to face death in the struggle for a greater cause, they are battling true to the standards to which they were reared. They are fighting, and fighting "clean," with weapons when they have them, and when they haven't, with bare hands and muscular arms, until they either win or are overpowered by superior numbers.

In all the armies and navies of the world it long has been appreciated that sound bodies, kept so by systematic physical training, are even more essential than skill with weapons. No man not physically fit can fight in his best form. This statement admits of no argument.

Great Britain, probably, was the first to grasp the full significance of this great truth and carry out an elaborate program for keeping the fighting forces efficient through a system of athletics; and the introduction of games and contests gave the tang of entertainment to what otherwise might have become irksome routine, particularly in India and other warm countries.

But it remained for the United States to improve upon this program and make athletics so attractive that every man under arms, from the rawest rookie to the most seasoned veteran, was anxious to shine in some particular line of physical endeavor. At the national academies at West Point and Annapolis every youth is given the most comprehensive kind of physical training, with football and baseball as the relief features. In the Army and Navy boxing, wrestling and rowing long have been favorites, interfleet contests between men and crews keeping the sailors interested at all times. The Navy also has turned out some splendid baseball and football organizations.

Baseball has been the most popular sport in the Army, because it is one of those pastimes in which all men can indulge; exercise, skill and excitement being intermingled so as to constitute a fascinating whole. It has been said many times that "baseball follows the Stars and Stripes," and it is a fact that America's greatest game has been carried to every portion of the globe by our soldiers and sailors, and to-day is played by men of every color, and upon their home territory.

Apparently the prowess of our leaders in athletics, and the fact that the men and women of the nation as a whole are lovers of life and play in the open, caused us generally to over-estimate our physical fitness, and we were not made aware of the short-comings of too many of us until the reports of the first draft indicated unsuspected weaknesses in many quarters. However, the military and naval authorities, while appreciating that they would have some exceptionally fine ma-

terial with which to work, also realized that there would have to be much corrective and constructive work done to make our warriors all that they should be, and a most elaborate program of sports and athletics was prepared for all the camps and training stations before the construction labor on these places was begun. And, coincident with the first call for volunteers, came a statement from Washington that those who had played football were particularly desired for the Army, because their past experiences had taught them the best way to defend themselves in the rough-and-tumble style of fighting necessary in trench warfare.

At each and every point where men were sent to be trained, diamonds, gridirons and the necessary paraphernalia for play were placed at the disposal of the soldiers, and most of the detachments sent abroad carried with them the clothing and "tools" necessary for football and baseball.

The next step was to send teachers skilled in the art of preparing men for hard, physical endeavor, boxing, wrestling and other instructors to the various camps, and very soon thereafter each day brought with it a multitude of athletic struggles of every character. Games and contests between the men of different regiments and ships were encouraged, and the rivalry thus engendered did more than any other agency to put all those in training on their mettle. First all were compelled to make themselves physically fit that they might be capable of withstanding extreme hardships, and then they kept themselves so because of a desire to hold their own physically with their fellows.

Some day, "over there," many a man battling for the honor of the Stars and Stripes will owe his life to the training he received at a military camp on this side, and, while he may do it by a display of unusual skill as a runner, the odds are that it will be because of his proficiency as a boxer and a wrestler.

Since this article is a faithful account of the various physical methods employed in training America's fighting men, it would be unfair to omit mention of the Method Hebert which has been given to the world by the French Naval Lieutenant whose name it bears. This method is simplicity itself—it gives a man a training parallel to that which animals secure.

No horse ever went through a gymnasium and no gorilla ever saw a pair of dumb-bells, but either one would give the man-made athlete a hard brush for first place in most events. Hebert strips his pupils half naked, makes them climb trees, run on all fours, crawl on their bare breasts and stomachs, ford streams and do all manner of tricks that would make Robinson Crusoe look like a pampered poodle. It has been adopted in France and our army is taking it up.

Only recently, in an endeavor to make more efficient the physical training of our men-at-arms, it was determined to introduce into the Army training camps two new sports—the game of lacrosse, which has reached its highest state of excellence in Canada, and jiu-jitsu, the form of wrestling at which Japanese are masters. In inaugurating a course of jiu-jitsu into the Army training, a step will be taken in advance of the methods used in handling the soldiers of Japan. These have been taught only the elementaries, while our men are to be instructed how to inflict the most severe and fatal blows.

To sum up, everything possible is being or will be done to send all American soldiers into battle in the very finest physical condition, and far better equipped to take care of themselves in extreme emergencies than army warriors of the past.

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## Is Trotzky Germany's Tool?

By CHARLTON BATES STRAYER

THE readiness of Trotzky, the Bolshevik Foreign Minister, to negotiate a separate peace with the Central Powers while pretending to be working for a general peace, marks him the tool of Germany. Having failed to make a breach in the ranks of the Allies through Socialist conferences at Stockholm, or to secure negotiations by means of the Pope's peace plea or soundings of France or England, Germany's intrigue has found in revolutionary Russia the most promising field to conclude the war without acknowledging her own defeat. The armistice negotiations reveal Trotzky working in the interest of German militarism. In harmony with her peace aims Russia stipulated there should be no movement of troops to other fronts during the armistice, a provision to which the German representatives offered prompt dissent. In the meantime, while the negotiations were dragging on, Germany was busy transporting the pick of her forces to the western front, so that later she was quite ready to sign the provision of the armistice binding herself to make no transfers of troops from the Russian front "excepting those begun before the agreement is signed." Germany has thus been able to remove all her most effective fighting forces from the Russian front, replacing them with the weakest elements in her armies—the youngest and the oldest classes. When this had been accomplished, Trotzky said with a flourish: "We can't and won't aid militarism in any way. This question of transferring troops was most fundamental. I think our formula is considered by our allies to be satisfactory."

Who are the Bolsheviks who talk about a formula being acceptable to Russia's allies which releases half a million fresh troops against the Allied front in Flanders and France? The majority of the Russian people are not responsible for the acts of Lenin and Trotzky. France went into the war because of treaty obligations to support Russia when Russia sustained little Serbia against Austrian tyranny. Now that Russia has betrayed the nations that supported her in her hour of need, it is not the fault of the Russian people, but of the Bolsheviks by whom they have been deceived. Mr. George Kennan, speaking from an intimate knowledge of Russia through many years of residence there, calls the Bolsheviks a "usurping gang." Mr. Kennan points out in a letter to *The Outlook* that the task of awakening the Russian masses was the work, not of the proletariat, but of the bourgeoisie and nobility covering many years before the outbreak of the war. Many paid the penalty of opposition to the Czar by death or exile. When the old régime was overthrown, the Bolshevik leaders, who had been living in safety in Switzerland and the United States, rushed to Petrograd and with the overthrow of Kerensky were able to seize the reins of government. These are the elements in Russia which are today helping to forge the chains by means of which Germany will be able to dominate Russia industrially, an enslavement from which Russia may be saved only when Germany is defeated by the Allies.

### Lloyd George Calls Germany's Bluff

SINCE the element of surprise is one of the first essentials of military enterprise, the tremendous drive on the western front, with which Germany was to end the war in the next few months, has been too much advertised in Germany to be the real thing. Prussia's military chiefs have not been in the habit of advertising just where the next blow was to fall. I do not mean to say there will be no great blow in France or Flanders. For such a blow von Hindenburg has

greater forces available than for a long time, thanks to the Russian Socialists. He has, too, every reason to make a trial of strength before the American forces are ready, but there are grave doubts as to his having enough men and guns and shells to make a big-scale offensive a success. Nor is the winter a favorable time for such a drive. In the past eighteen months, with Germany on the defensive, the Allied forces have had local successes, have "bent" the line, but have not "broken through" on a large scale. Can not the Allies do as well if put on the defensive? Germany promised Austria peace by Christmas. The German populace was fed upon the same peace hopes. It was argued that the Italian disaster, the clever way in which Byng's victory at Cambrai was turned into defeat, the retirement of Russia from the war, all combined to make the Entente ready to talk peace. Lord Lansdowne's letter added to this impression. President Wilson's address to Congress showed that America was in no mood to talk peace at this juncture, but it was Lloyd George's Grey's Inn speech, in which, while acknowledging the peril on the western front, he declared against any kind of peace that is not preceded by victory, that called Germany's bluff. With their peace hopes thus rudely dashed the German press is calling down curses upon the heads of President Wilson and Premier Lloyd George as "arch-conspirators against the world's happiness."

### Sidelights on Peace

HAVING become reconciled to Russia's withdrawal from the war the signs of final Allied success continue to increase. Prince Max, President of the Baden Upper Chamber, says, "Our sword alone will never be able to tear down the opposition to us"; while von Tirpitz, addressing the Hamburg Branch of the Fatherland Party said, "Up to the present in this war Great Britain has won, rather than lost." Coming from the father of U-boat ruthlessness such words are in marked contrast with his former bellicose attitude. Herr Strobel, an Independent Socialist, declared in the Prussian Diet, that "the German people do not want to be regarded any longer as a pariah among nations." Many reports pass the censorship showing the growing restiveness of the German people under their military masters. The spirit of revolt is growing among women who fear the privations of another winter of war. The Berlin *Tageblatt* paints a black picture of food conditions in German cities, and *Vorwärts*, the Socialist organ, calls on Germany to move openly for peace. It is reported the Kaiser will make a peace offer at Christmas. In the meantime Allied solidarity and resources increase. Italy is valiantly holding her own against superior Austro-German forces; America's preparation is being speeded up, and Canada, which had already done splendidly by the volunteer system, has voted for conscription by a large majority. Had the vote been adverse it would have been a severe blow to British morale. Canada has demonstrated that she is in the war to the last man if need be. Viscount Ishii, head of the Japanese Mission, has returned to Japan testifying to the sincere and friendly understanding between his country and the United States. "The true gold of America," he said, "lies at the very heart of its people." The fall of Jerusalem is a severe blow to Turkey, and it is rumored that Turkey is contemplating a separate peace move. Germany may be expected to make a big military effort in the next few months, but it will be the prelude in all probability to insistent peace proposals.



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## Escaping the German Clutches

(Continued from page 26)

that we managed to keep up with our companions, though they often slackened their pace to enable us to join them. More than once, during our flight, as we neared roads or highways we had to throw ourselves hastily down, full length in the grass along some embankment, to hide till all was safe once more.

When we reached the Campine Canal, the night had closed in. That canal which formed, as I have said, the border of the neutral zone is about sixty feet wide and twelve feet deep. The bridges over it are guarded by military posts, while along the canal itself, patrols constantly keep watch. We planned to have one of our party swim across the water, fasten solidly a strong rope to the other bank of the canal—the young volunteer who was a good swimmer succeeded in getting it safely done. Then, one after the other we had to go into the water, in our clothes, and keeping a tight hold of the rope, were dragged to the other side. The brave young volunteer had to support my mother all along, swimming with his disengaged arm. The emotions and fatigues she had undergone and the cold of the water at last overpowered the poor woman, who when safely on the other side of the canal, lay there in her soaked garments, feebly moaning.

Yet time was pressing us. We had now penetrated into the forbidden zone and were in imminent danger of being detected and shot. Our companions were compelled to leave us three women to our fate and to pursue their way, after giving us all the necessary directions to a place of shelter where we should be safe, if we could only reach it. When I found my mother unable to walk I endeavored to carry her, though we often fell together. The newly ploughed soil gave way under my feet. My young daughter, in spite of her mortal dread, had managed to reach the refuge. By and by, the three of us were there and the people consented to hide us in the hay, till the next evening.

As good luck would have it, the night was not chilly; the comforting warmth of the hay revived my mother and enabled her to recover sufficiently to set out the following night.

To reach Holland we had still a four-hours' walk through fields, marshes and brushwood and along endless lines of white roads that gleamed under the moonlight. At the sound of our steps, the dogs barked loudly in the night, other dogs answered in the distance. Once, one of these animals set free rushed at us, but did no harm.

We walked along with ever-increasing difficulty, for we wore only felt slippers, our shoes having been scorched by the people in the shelter, who had tried to dry them. Our guide, anxious about his safety which my mother's extremely slow progress impaired, was walking so very far ahead that if it had not been for my daughter, who kept running to and fro, like a good shepherd-dog among his flock, we should have utterly lost sight of him. To add to the terrible anxiety I was enduring, my poor exhausted mother kept beseeching me to give her a few minutes' rest, which I was obliged to refuse, though my heart bled as I dragged her along. But, thank Heaven! we were nearing Holland, and, at last, we found ourselves knocking with all our might at the door of a small inn that the guide had pointed out to us, from a distance and where no light was to be seen, it being two o'clock, but that we had managed to find under the moonbeams.

We had to knock several times before a small attic window was half raised, and we were told that the innkeeper would not give us admittance. I insisted, pleading so pathetically, that on account of my poor old mother they at last let us in. We were told to sleep on the narrow wooden benches that stood round the walls of the barroom. In our wet clothes, on these hard wooden benches we slept as soundly as if we were in comfortable beds.

## Watching the Nation's Business

(Continued from page 28)

ments will go into the pockets of the new type of American bondholders.

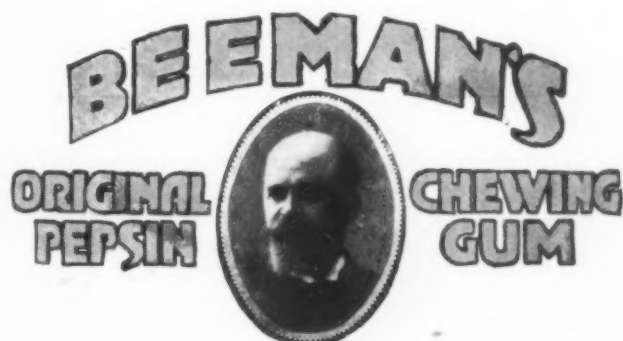
### Plays the President Picks

PRESIDENT WILSON is an indefatigable theatergoer, but he is careful in his selection of dramatic entertainment. Vaudeville bills in which the cheerful note is dominant and bright, amusing comedies fall within his choice of amusements. Only those closely associated with him realize how heavily the problems of the great world conflict oppress his hours of labor and insinuate themselves into his moments of relaxation. Only one of his predecessors in the White House was put to the test of fortitude that has visited the present Executive of the nation. And even the cares and responsibilities which Lincoln had to face are dwarfed by the magnitude of the tragedy in which Woodrow Wilson is forced to play the most responsible rôle. It is for this reason that he shuns plays that demand thought or stage stories that dwell on pathos. His visits to the world of make-believe are efforts to escape the sorrows of real life and a studied endeavor to rest his mind for the decisions of world-wide importance he is daily called upon to make. Recently he cancelled an engagement to see a play that interested him because he read in the reviews that tears, as well as laughter were aroused by the story. There is an obvious purpose behind the President's choice of plays. That is why the most intellectual occupant of the White House has ever known apparently prefers the antics of circus

clowns and the chatter of vaudeville comedians to the most scholarly efforts of the greatest living playwrights.

### "Driving Spikes in France"

FAMILIAR faces are missed these days at almost every gathering place of civil engineers and railway construction experts in America. When inquiries are made about the absent ones the usual answer, couched in the terse vernacular of the craft, is: "He's driving spikes in France." That simple phrase dismisses one of the most interesting activities of the war and a detail of preparation that presents a fascinating new romance of the rails. The United States is now laying down in France more than five hundred miles of standard-gauge, heavy-rail tracks. Powerful American locomotives, which make dwarfs of the French engines, will soon be thundering along steel highways built by United States experts to stand their weight. These big moguls from the land of mechanical wonders would soon twist the light French rails from their fastenings and for that reason a thousand miles of 100-pound steel rails have been shipped across the Atlantic and are being spiked to an American roadbed on French soil. Standard American railway equipment is following close behind. Within a short time the might and power of the United States will be symbolized for the inhabitants of France by visions of rushing trains that offer a flashing reiteration of the familiar "U.S.A." on every car. Swift railway construction is an enterprise in which Yankee genius shines.

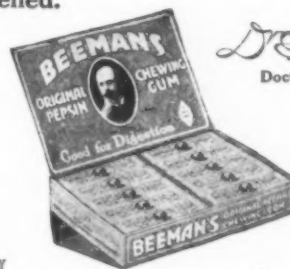


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## Leslie's

Illustrated Weekly Newspaper

# Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit \$5 directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be inclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York. Anonymous communications will not be answered.



R. L. KNOX

A native of Los Angeles, 33 years of age, who has been made manager of the San Antonio Fruit Exchange in California, the largest citrus fruit exchange in the world, handling annually nearly 2,000,000 boxes of fruit and doing a business of \$4,000,000.



WALTER C. TEAGLE

Former president of the Imperial Oil Company, Ltd., of Canada, who has been elected president of the Standard Oil Company of New Jersey to succeed A. C. Bedford, now chairman of the board. Mr. Teagle is only 39 years old.



R. E. TOMLINSON

Who at 39 is president of the National Biscuit Company, a \$50,000,000 corporation. After graduating from law school, Mr. Tomlinson entered the company's service in the accounting department and later became general counsel of the company.

company's excellent financial condition, American Steel Foundries appears good to hold. Diamond Match Company is paying 8 per cent. and its stock looks like an excellent business man's investment.

H. PITTSFIELD, MASS.: It would not be wise to sacrifice your excellent railroad and industrial bonds. The interest is not in danger, for all the corporations show good earnings. Some day prices will recover. It would be safe to add to your holdings.

J. DONORA, PENN.: Pere Marquette common is a long-pull speculation. Since the road was reorganized its condition has improved, but there is no dividend in sight for the common. Rock Island 6 per cent. preferred is a better purchase than sale for the patient holder.

L. CLEVELAND, OHIO: "The only bonds which have not declined during the late depression are unlisted real estate and farm mortgage bonds. You can obtain issues of these in the denomination of \$100, paying 6%. Diversify your purchases, spreading your \$1,000 over a number of issues."

vision of the war revenue law and less demagogism in legislation, we shall make progress in 1918 in spite of the war.

The stock market emerges now and then, for a brief hour, from the deep gloom that has settled upon it during the past few months. The great waves of disturbance and unrest show signs of subsidence. After a time the calm will return and prices will be adjusted to new conditions. Thus far this adjustment has not taken place and, in the general up-setting of confidence in the future, standard securities have been permitted to suffer more than their merits seem to deserve.

Heavy and enforced liquidation has come from unexpected quarters. Most of this seems to be well-nigh over. Securities sold at a sacrifice have gone into the hands of bargain-hunters. After such a liquidation as we have had, according to all precedents, chances should favor the buyer rather than the seller.

L. CONNELLSVILLE, PENN.: With your \$1000 you had better buy good bonds.

M. DAVENPORT, IOWA: None of the low-priced coppers can be regarded as "a fair buy." They are all highly speculative. Mining is very uncertain.

M. CHICAGO, ILL.: Elgin Motor is producing a good serviceable car, but the field is highly competitive and the stock has a decidedly speculative element.

H. ROCK SPRINGS, WYO.: Better not pay \$15 a share for American Telephone stock. It is quite a gamble.

C. FRANKLIN, PENN.: As between oil, gas, railroad and industrial stocks, there are attractive possibilities in each line. If the railroad situation clears up good bargains will be found among the best issues.

S. WATERTOWN, S. D.: Harroun Motors Corporation has started manufacture of cars, but it is not yet an assured commercial success. The stock is not "a good investment," but a speculation.

L. ALBURN, N. Y.: American Woolen pfd. is one of the best of the industrials. It has been paying dividends for 18 years. The common pays 5 per cent. The company has large Government orders.

F. TOLEDO, OHIO: The Beneficial Loan Society is a successful concern serving the needs of small borrowers. Its 6% bonds, with their profit-sharing feature, look like an excellent purchase for a business man.

C. NORTHAMPTON, PENN.: The notes of the Cities Fuel & Power Company are guaranteed, principal and interest, by the Cities Service Company, a prosperous organization, able to carry out its guaranty.

M. CATSKILL, N. Y.: While Penn.-Ky. Oil (par \$5 and selling at \$5½) pays 10 per cent. it is more speculative than Sapulpa Oil (par \$5 and selling at \$8½) paying 24 per cent. The latter is a well-regarded cheap oil stock.

F. DENVER, COLO.: Alaska Gold is extremely speculative. Its outlook is not bright enough to warrant a recommendation to send good money after bad. Union Pacific paid 8 per cent. regular in 1917 and 3½ per cent. extra.

E. BRIDGEPORT, CONN.: U. S. Rubber first and ref. 5's have declined over 20 points from the figure at which they were first offered. On present market price the bonds yield yearly 7% and are a well-regarded business man's investment.

M. NEW YORK CITY: There appears to be no great opportunity to make money in Barnett Oil & Gas. It has been on a 24 per cent. dividend basis, but it is not certain the rate will be maintained. Recent efforts to boom the stock failed.

P. TOULON, ILL.: Because of its dividend and the

spreading your \$1,000 over a number of issues. P. MILWAUKEE, WIS.: All the choicest stocks have suffered from severe liquidation by holders who sought to have more of their assets in liquid form, but patient holders of securities like Pullman, Penn., C. & N. W. should not eventually suffer if precedents are worth anything.

P. MASSFIELD, OHIO: Cities Service pfd. is a business man's investment as is U. S. Steel common. N. Y. C. and Penn. seem inviting at present quotations. Preferred stocks of leading railroad and industrial corporations are more desirable than common shares and may be had at bargain figures.

W. ST. LOUIS, MO.: The first lien 5% gold bonds of the Southwestern Power & Light Company were recently quoted at 87 and interest, to yield about 6%. The company, through its nine subsidiaries, serves 104 prosperous communities in the Southwest. Net earnings are at the rate of 2½ times the interest on the bonds.

H. YONKERS, N. Y.: The affairs of the Jovisek-Kennett Company of Alaska have been brought into court, through an action against Harvey A. Willis & Co., 32 Broadway, New York, by parties who claim damages for losses on Jovisek-Kennett stock, purchased by them, as they allege, on fraudulent representations.

R. WASHINGTON, D. C.: It is impossible to foresee what particular stock will surely advance 20 to 40 points in the near future. You could safely invest \$3,000 in the preferred stocks or bonds of the leading railroad and industrial corporations, which should advance in time. Choice securities are now on the bargain counter.

P. NEW YORK CITY: There are on the market many devices for preventing railroad wrecks. None has been generally accepted and the companies promoting them are making no money by manufacturing. Better leave M-V All-weather Train Control stock alone until the company shows ability to pay dividends. Invest your funds in established dividend-payers.

B. A. W. CUYAHOGA FALLS, OHIO: Even so sterling a stock as Reading has been affected by unfavorable market conditions. Its ability to maintain dividends has at times been questioned, owing to decline in net earnings. Its subsidiary, the coal company, is reported to be making good profits. The stock is better than a speculation, though not so reliable an investment as formerly.

C. LOS ANGELES, CALIF.: Western Union is on a 6 per cent. basis and makes its payments on the 15th of January, April, July and October. While the stock is a good business man's investment, it would be more advisable to invest your \$10,000 in the pfd. stocks of leading railroad and industrial corporations, because these are better secured. Though prices may go lower this is a good time to buy.

C. PITTSVILLE, PENN.: Cosden & Co. is one of the well-thought-of minor oil companies. It pays \$1.20 per share. Merritt Oil has possibilities and after its heavy decline is more attractive. Ohio Cities Gas, yielding 8% per share, is an attractive business man's speculation. Tidewater Oil Company is one of the most flourishing of the independents. Glensia Signal common and Crescent Pipe are S. O. subsidiaries of excellent yield, and well worth holding.

G. RICHMOND, VA.: You can find desirable investments in bonds of railroads in your own section. Among issues deserving attention are Virginian Railway first mortgage 50-year A 5's, yielding on present value about 5½%; Southern Railway Company, St. Louis Division, first mortgage 4's, yielding 6¼%; Chesapeake & Ohio Railway conv. 30-year secured gold 5's, yielding over 6½%; and Seaboard Air Line Railway first and cons. mort. A 6's, yielding about 7%.

J. LAFAYETTE, ALA.: Among reasonably safe railway bonds yielding about 6 per cent. are: Baltimore & Ohio con. 4½%; Colo. & So. first 4's; So. Pac. con. 4's; U. Pac. con. 4's; Ches. & Ohio gen. 4½%; Seaboard Air Line first con. 6's. Industrial bonds: U. S. Rubber first and ref. 5's; N. Y. Airbrake first con.; Indiana Steel 6's; Montana Power 6's. You might also consider short-term notes like Gen. Electric 6's, or first-class real estate and farm-mortgage bonds yielding 6 per cent.

F. LASALLE, ILL.: While it is admitted that the



Doble Steam Car is an excellent one, it remains to be seen whether it will sell sufficiently well to make that company a financial success. These are difficult times for motor car companies, especially those only recently organized. Sinclair Oil has suffered, like all other stocks, in the general depression. It carries a heavy load of securities. Anglo American is one of the S. O. group, is on a 30 per cent. dividend basis and lately voted a stock bonus. It is well regarded.

K., MILFORD, MASS.: I would hardly class Columbia Gas & Electric as a "desirable permanent investment." It is a fair speculation.

C., WARREN, PENN.: I do not advise sacrifice of Penn. R. R. stock. It seems better to even up. Government management of railroads should not result in depriving stockholders of dividends.

K., STEUBENVILLE, OHIO: The prospectus of the Butte-Detroit Copper Company is too lurid and the broker is asking too much for the stock. This is quoted in New York at 25c a share and is too speculative to be recommended.

R., ST. LOUIS, MO.: The American Car & Foundry Company's business has been greatly expanded and its earnings are large. The preferred stock is a good purchase and the common a business man's investment. It is not "a first class investment," which means gilded, for the earnings are largely due to war orders.

H., TERRE HAUTE, IND.: Bethlehem Steel 8 per cent. pfd. was lately quoted at about 94; Ohio Oil paid 96 per cent. on par (\$25) this year and was selling at \$282-\$287; S. O. of Ind., 24 per cent., quoted at \$385-\$400; S. O. of N. J., 20 per cent., quoted at \$493-\$498; S. O. of Cal., 10 per cent. regular, 33 1/2 per cent. stock dividend, price \$208-\$213; S. O. of N. Y., 11 per cent., price \$240; Atlantic Refining, 20 per cent., price \$800-\$825.

K., COHOES, N. Y.: Diversify purchases with your savings of \$4,000. Safer securities than the railroad stocks you mention are Atchison pfd. and com., U. P. pfd. and com., So. Pac., L. & N., Am. Int. Corp. Or you might consider the following railroad bonds, which are still safer and which would yield more than savings bank interest: Atlantic C. L. & C. O. conv. 4's, N. Y. C. deb. 5's, Oregon Short Line guar. ref. 4's, So. Pac. conv. 5's and U. P. first 4's.

H., WALLINGFORD, TEXAS: After the stock of any corporation has been increased the market price naturally declines. S. O. stocks usually maintain the old dividend after stock increases. A number of the S. O. group are good dividend payers with prospects of melons. Ohio Oil, for instance, paid 96 per cent. on par this year and has around \$80 and has a large surplus. The S. O. of N. J. has not cut its melon. The stock was quoted lately at 493 to 498. It paid 20 per cent. in 1917 on par (\$100) or about 4 per cent. on market quotation.

S., WILKES-BARRE, PENN.: The bonds of both the American Tel. & Tel. Co. and the Cleveland Electric Illuminating Company are desirable. Both companies pay liberal dividends. My preferences in your list are Atchison, Union Pacific, Southern Pacific, and American Tel. & Tel. bonds. You can with reasonable safety put \$3,000 into the pfd. stocks of leading railroads or industrial corporations, or you can invest in good real estate or farm mortgage bonds, making an excellent yield. It would be advisable to diversify your purchases.

H., YANKTON, S. D.: The Wright-Martin Company is building for the United States Government 3,000 Hispano-Suiza motors. The company's unfilled orders are reported as above \$32,000,000. Profits are estimated at about 87 a share per annum. On this showing the stock is a fair speculation. Midwest Oil should not be confounded with Midwest Refining. The former (com) sells at 87c, the latter (com) at 89c. Both have declined in sympathy with the general market. Midwest Refining pays 8 per cent. Midwest common pays nothing.

H., HAZELTON, PENN.: I do not recommend purchase at this time of Maxwell Motors common, as it is paying no dividend. Willys-Overland is paying 83 per share and is a fair speculation. Colo. Fuel & Iron makes a return of 3 per cent., but is earning several times more. It has good speculative possibilities. General Motors common is a dividend payer and a good business man's speculation. Harroun Motors is too long a pull for a conservative investor. Bethlehem Steel common, paying 10 per cent., is attractive. Carwen Steel has passed its dividend and is now speculative. Penn.-Ky. Oil is a speculative dividend payer and not among the best. Baltimore & Ohio common is in the speculative class because of uncertainty as to its dividend.

D., PITTSBURGH, PENN.: The 5 1/2% bonds of the Miami Conservancy District of Ohio appear safe. The district embraces lands lying along the Miami River and its tributaries in Ohio, covering portions of 9 counties, and including the cities of Dayton, Middletown, Hamilton, Piquette, Franklin, Troy and Miamisburg. There are 1,000 factories in the district. The bonds are issued mainly for improvements necessary to prevent floods and protect property within the district. The total authorized issue is \$25,000,000 and the amount offered is \$10,000,000. The bonds are a direct obligation of the district. They are exempt from all Federal taxes, except inheritance tax. They are in denominations of \$100, \$500 and \$1,000. Offered recently at 100 and interest.

New York, Dec. 29, 1917.

JASPER.

#### FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of Leslie's, follows:

Perkins & Co., Lawrence, Kansas, in business 36 years deal in 6% first mortgage loans of \$200 and up. Their loan list No. 716 will be furnished on application.

The Reliance Homestead Association, Dept. A, New Orleans, La., offers 7% first mortgages exempt from income tax and well-secured, and invites correspondence.

Literature showing how Curb securities, Standard Oil and listed stocks may be bought for cash, on conservative

margin, or on the partial payment plan, will be furnished on application by L. R. Latrobe & Co., 111 Broadway, New York.

Wisconsin Dairy Farm Mortgages, yielding 6 per cent. and always worth par, are dealt in and recommended by Markham & May Co., Milwaukee, Wis. They ask readers of LESLIE's to write to them for their explanatory Booklet 22.

First mortgages based on Oklahoma Farms and paying 6 per cent. may be had of the Aurelius-Swanson Co., Inc., 28 State National Bank Building, Oklahoma City, Okla. The firm will mail to any address its booklet describing methods and a list of loans from \$300 to \$10,000.

Babson's statistical reports are regarded as indispensable by all investors who would be properly informed. Study of them aids one to invest with safety and profit. For free particulars regarding this service write to Dept. K-9, Babson's Statistical Organization, Wellesley Hills, Mass. It is worth while to start right with the New Year.

G. L. Miller & Company, S-1017, Hurt Building, Atlanta, Ga., and 3 Bank & Trust Building, Miami, Florida, recommend 7 per cent. first mortgage \$500 and \$1000 bonds secured by an up-to-date apartment building. "Reasons Why" and other booklets are mailed by the company free.

To make a wise investment is a good way of beginning the new year. First mortgage \$1000 and \$500 serial 6 per cent. bonds, safeguarded under the Straus plan, well secured by valuable real estate, and most of them free from normal Federal income tax, are recommended by S. W. Straus & Co., 130 Broadway, New York, and Straus Building, Chicago. A written request to Straus & Co. will bring free circular Q-703, giving complete particulars.

First mortgage real estate serial notes, bearing 5, 5 1/2 and 6 per cent. interest and secured by improved property, are being distributed by the Mercantile Trust Company of St. Louis, a member of the Federal Reserve Bank. The notes are in amounts of \$500 or multiples thereof. Maturities may be chosen and investments diversified. Write to the company for its current investment list No. 106.

A new and interesting booklet, giving information that everybody should have about Liberty Loan bonds, has been issued by John Muir & Co., specialists in odd lots and members of New York Stock Exchange, 61 Broadway, New York. It tells how to cash Liberty Loan coupons, how to sell the bonds or to borrow on them, and what to do if they should happen to be lost. Send to Muir & Company for Booklet H-4, "Your Liberty Bond."

The most successful investors have found greatest profit and least risk in diversifying purchases. How their example may be followed is made clear in the Slattery Library, a catalogue of which, with the Twenty Payment Plan booklet, will be mailed on request for 55-D, by Slattery & Co., Inc., 40 Exchange Place, New York. The firm's fortnightly publication "Investment Opportunities," also will be sent free.

Information from reliable resources is absolutely necessary if an investor is to form a sound judgment of securities. A weekly Wall Street letter issued by Sheldon, Dawson, Lyon & Co., members of New York Stock Exchange, 42 Broadway, New York, contains important facts in convenient form and posts one regarding the trend of the market. To obtain this send to the company for letter A-24.

Americans having interests abroad will find it convenient to bank with the branches in London and Paris of the strong Guaranty Trust Company, 140 Broadway, New York. These branches are fully equipped banks, conducted on American principles. The Paris branch is well patronized by the officers and men of the United States forces. Full particulars regarding the facilities offered may be obtained by addressing a letter to the company.

The well-known firm of H. M. Byllesby & Co., Inc., 204 So. LaSalle Street, Chicago, and 1214 Trinity Building, New York, calls attention to attractive public utility investments offered by electric and gas companies under its capable management. These corporations serve upwards of 360 communities, with 2,000,000 population, in 16 States. The securities make generous yields. For details send to Byllesby & Co. for free Investment Circular L-54.

First mortgage 6 per cent. serial bonds, aggregating \$850,000, based on a large office building in the heart of Detroit's downtown business district, are recommended by the Federal Farm & Mortgage Company, 90 E. Griswold Street, Detroit, Mich. The property is appraised at twice the face value of the bonds. These mature in two to ten years. The firm will send its booklet, "A Buyer's Guide to Good Investment," and a circular descriptive of the loan to any one who applies for them and mentions LESLIE'S WEEKLY.

"The Bache Review" is widely regarded as a safe and sane interpreter of business and financial conditions and a reliable guide to investors. It is issued by J. S. Bache & Company, members of New York Stock Exchange, 42 Broadway, New York. This house has prepared a selected list of bonds and preferred and common stocks listed on the New York Exchange which offer unusual opportunities to careful investors because of high income yields, safety and marketability. Send to the company for "The Bache Review" and "Suggestions for Investments"—L. W.

The year 1917 will be noted in financial annals for drastic declines in standard bonds. It should be convenient for persons interested in these securities to have at hand figures showing the changes in price. A pamphlet indicating the wide difference in January, 1917, and December, 1917, market figures has been prepared by the National City Company, National City Bank Building, New York. The information is given both in tabulated and chart form. This valuable price comparison may be had upon request to the National City Company for Pamphlet L-79.

To close an estate, lots in Brooklyn accessible by trolley and soon to be so by subway, are offered by William E. Harmon & Co., Inc. (formerly Wood, Harmon & Company), of New York, at the reduced price of \$590 each and on the easy terms of \$5 down and \$5 weekly. The value of these lots it is expected, will be enhanced by the opening of the subway. The company will credit customers from a distance with railroad fare, up to \$30, and will refund purchase money to buyers not satisfied with their bargains. The company is one of the largest and oldest real estate concerns in the country. Full particulars can be obtained by writing to Dept. A J 5, William E. Harmon & Co., Inc., 260 Broadway, New York.

The Federal Bond & Mortgage Company own and offer, subject to prior sale at par and accrued interest the following:

## Real Estate Exchange Bldg.

### 1st MORTGAGE 6% SERIAL BONDS \$850,000

Directly secured by a closed first mortgage on building and land in fee, in heart of Detroit downtown business district. Valuation, \$1,771,755. Total issue \$850,000. Dated November

22, 1917. Interest payable, May and November 22nd. A twenty story office building, steel, concrete, and terra cotta construction. Within a step of principal car and interurban lines.

Amount	Term	Maturity	Denomination
\$20,000	2 years	Nov. 22, 1919	\$500—\$1000
40,000	3 years	Nov. 22, 1920	500—1000
50,000	4 years	Nov. 22, 1921	500—1000
50,000	5 years	Nov. 22, 1922	500—1000
50,000	6 years	Nov. 22, 1923	500—1000
50,000	7 years	Nov. 22, 1924	500—1000
50,000	8 years	Nov. 22, 1925	500—1000
50,000	9 years	Nov. 22, 1926	500—1000
50,000	10 years	Nov. 22, 1927	\$100—500—1000—\$5000

## FEDERAL BOND & MORTGAGE CO.

### DIRECTORS

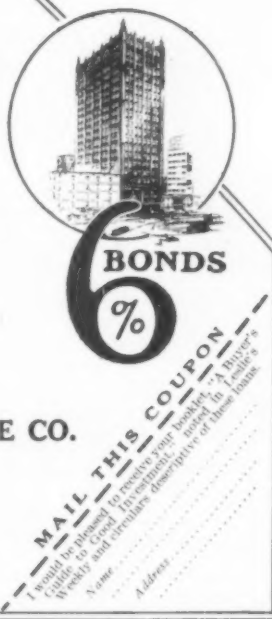
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## MOTOR TRUCKS CUT SHIPMENT COSTS—ELIMINATE DELAYS

"Eliminate the use of railway equipment when the tonnage can be hauled by motor trucks," advises the American Railway Association.

The railroads simply can't handle all the goods that have to be transported from place to place. You just have to wait your turn—and on some lines and for some products your turn will be a long way off.

Average hauls of forty miles or less can almost invariably be made cheaper by motor truck than by rail—and you can get instant service. Then, too, you do your part in reducing freight congestion and releasing cars for long-haul shipments for the nation's good—as well as your own. The fewer freight cars you use for short hauls, the more you and others can get for the imperative long hauls.

Of course, a surprising number of trucks are being used for regular hauls of hundreds of miles. But the great average usefulness of the motor truck is for short, quick, frequent trips. In this particular they are incomparable—for either service or economy.

From 3 1/2- to 7-tons capacity—there is on the market exactly the truck for your needs.

Business men are invited to lay their trucking problems before Leslie's Motor Truck Department. The frank and unbiased advice of H. W. Slauson, M. E., head of this Department, is at your service—without in the slightest involving you in any obligation. It's one of your privileges as a reader of LESLIE'S.

Mr. Slauson has helped hundreds of businesses on to the right-motor-truck basis. Write him today.

### Leslie's Motor Truck Department

225 Fifth Avenue, New York City

No. 2 of a series.

# Buy a \$4.12 War Savings Stamp

## The Government Buys it Back from You January 1st, 1923, for \$5.00

Buy it outright for Cash. Or buy it on the  
Installment Plan: 25c down and 25c  
whenever you feel like saving it



### HOW TO BUY IT ON THE INSTALLMENT PLAN

Go to any bank or post office.  
When you get inside, look for the stamp window where they are selling War Savings Stamps.  
Pay 25c, and the man at the window will give you a U. S. Government Thrift Stamp and a Thrift Card.  
Paste your Thrift Stamp on your Thrift Card.  
When you feel like saving another 25c buy another Thrift Stamp and paste it on the same card.  
When you have pasted sixteen of these Thrift Stamps on your Thrift Card, take this card to any bank or post office; and give it to the man at the Savings Stamp window.  
Also give him 12c.  
The man will give you a W. S. S. — a U. S. War Savings Stamp.  
He will also give you a U. S. War Savings Certificate.  
A War Savings Certificate is a pocket-size folder on which you can paste 20 War Savings Stamps.  
Paste your War Savings Stamp in your War Savings Certificate.  
Take good care of it as it is worth \$4.12.  
On January 1st, 1923, the U. S. Government buys this War Savings Certificate from you, paying you \$5 for every stamp pasted on it.  
Thus your War Savings Certificate has made you a profit of 88c on each stamp pasted on it.  
This profit is 4% interest compounded quarterly.  
It is a good profit and it is guaranteed to you by the U. S. Government — the safest guarantee in the world.  
Every man, woman and child, in this hour of our country's need, should save money and buy as many War Savings Stamps as he can afford.  
You can buy your second War Savings Stamp on the installment plan just as you bought your first one.  
Paste your second War Savings Stamp into your War Savings Certificate.  
Continue to buy War Savings Stamps in this way until you have pasted twenty of them in your War Savings Certificate.  
Then you will have a complete War Savings Certificate.  
On January 1st, 1923, the U. S. Government will pay you \$100 for this complete War Savings Certificate.  
Thus you have made a profit of \$17.60 on your War Savings Certificate.  
This profit is 4% interest compounded quarterly.  
It is a good profit and is guaranteed to you by the U. S. Government — the strongest guarantee in the world.

### HOW TO BUY IT FOR CASH

If you do not wish to buy War Savings Stamps on the Installment plan as explained above, you simply pay \$4.12 at the War Savings Stamp window of any bank or post office.  
War Savings Stamps cost \$4.12 during this month and January.  
During February they will cost \$4.13.  
After February they go up one cent more each month.  
So you see, the sooner you buy your stamps the more money you earn on them.  
If you should need your money at any time, take your War Savings Certificate to any post office.  
The post office will give you back your money plus accrued interest at the rate of about 3%.  
If you do not wish to go to a post office or a bank write on a postcard "Send me one 25-cent Thrift Stamp, C. O. D."  
And write your name and address on the postcard.  
Address the postcard to "The Post Office."  
Next day your postman will bring you a 25-cent Thrift Stamp and a Thrift Card, C. O. D.  
Start buying a War Savings Stamp today.

**W. S. S.**  
**WAR SAVINGS STAMPS**  
ISSUED BY THE  
**United States Government**

The Leslie-Judge Co. is an authorized agent of the United States Government in the sale of Thrift Stamps and War Savings Stamps to the public.  
Our services are gladly rendered free.

This space has been contributed by the publishers of Leslie's

## Letters from the Front

The Life of an Army Surgeon Behind the Lines

EDITOR'S NOTE.—Dr. Milton Mandel, assistant professor of medicine at Northwestern University and a member of the staff of Mercy Hospital, Chicago, offered his services to Uncle Sam when war was declared. He received the commission of major and was made Medical Director of Northwestern University Hospital Unit No. 12, which reached France in the early summer. The Unit, which has charge of a twenty-two-hundred-bed hospital, is now known as U. S. Army Base-Hospital No. 12, and is located "Somewhere in France." The following letters, which began in last week's issue of LESLIE'S, were written by Major Mandel during the fall.

AUGUST 30.

TODAY we received the figures for our hut. It is to cost one hundred pounds (four hundred and eighty dollars). It is a lot of money, but the comfort to be derived from it will be well worth the price. Saturday Major Besley and I will travel abroad and sign the papers.

You have no idea how much red tape has to be unrolled to get permission to build. First we obtained the O. K. of the commanding officer of the military district, this to be approved by the D. O. R. E. (Directing Officer Royal Engineers). Then we made known our wants to the French government in order to get permission to purchase lumber from the civilian contractor who is to erect the mansion, and finally we had to get bids and consider specifications, etc.

The "castle" when completed will be 30' x 12'. There will be a bedroom 12' x 9' at each end and a living-room between them 12' x 12'.

We expect a long, hard, but pleasant winter, if money and American ingenuity can make the horrors of hell pleasant. Last night a concert was given at a Canadian infantry base in our honor. There are thousands of men stationed there, so you can easily understand how good talent is available. It was fine, and was followed by a buffet luncheon in the officers' mess. We left there about 11 P.M. and walked home—five miles. These various diversions are life-savers; without them, the monotony during slack periods would drive one crazy.

It is an old English custom for British officers to use walking sticks. Some of our American officers adopted it, but fortunately Colonel Collins vetoed the idea as soon as we reached London. Today we received the New United States Army uniform regulations which prohibit the use of a stick, abolish the caps for the campaign hat, and specify exactly the style of uniform. Our instructions were brought to us by an American general and two of his staff. My! but we were glad to see them—great, tall handsome men.

SEPTEMBER 12.

The lumber for the hut has arrived and work is to be begun at once; at least the contractor has promised to start things. I shall not be disappointed if he procrastinates, as we disbelieve almost everything we hear. Sounds cynical, doesn't it? Well, you see we live in rumor and soon found out that keen rivalry exists in the "Rumor League."

The past few days have been real "dog days"—splendid weather. How I would love to get behind the wheel of a good machine and take a spin; the roads are simply fine.

SEPTEMBER 16.

Our hut was started last Friday and should be finished by the end of this week. It will surely be welcome because the nights are a bit cool. One can keep warm in a tent, but not dry, and although they are commodious enough, one can stand erect only in a very small area. It is not a satisfactory place to read or

write. The living-room in the hut will be twelve feet by twelve feet and will be lighted by electricity. We shall purchase a few comfortable chairs, have a small coal stove and two large oil stoves, and we expect to be very "comfy." The percolator, American coffee, hardtack and cheese will also help to while away the long winter evenings.

SEPTEMBER 28.

The consensus of opinion is that Fritz is tiring; lacks the push that he possessed on the Somme; seems to have less artillery than the British and is less inclined to fight, and infinitely more ready to surrender. Germany must be nearly exhausted as to man-power; financially she is bankrupt; with Wilson's embargo on food to neutrals, she will most surely be hungry, and lastly her people will soon realize that they have been deceived. It has been proven that the German newspapers publish only favorable comment and have upheld the fighting spirit of the army and non-combatants by statements absolutely untrue. For instance, an officer back from the front told us about taking a German major prisoner at a recent offensive. He, the major, asked what was to become of him, and on being told that he would be sent to England, laughed and said, "Why, the English army in France cannot communicate with England. A German army of occupation holds London." Think of feeding apparently intelligent people such stuff. Some German prisoners are under the impression that we are fighting with them, not against them.

After this war the German people are going to rebel. They have been deceived, maimed and pauperized. Why? So that the military caste might gain more power. They will realize and appreciate Wilson's distinction between "German Government and German People." Germany will not be a pleasant place to live in when the people realize how they have been duped.

SEPTEMBER 30.

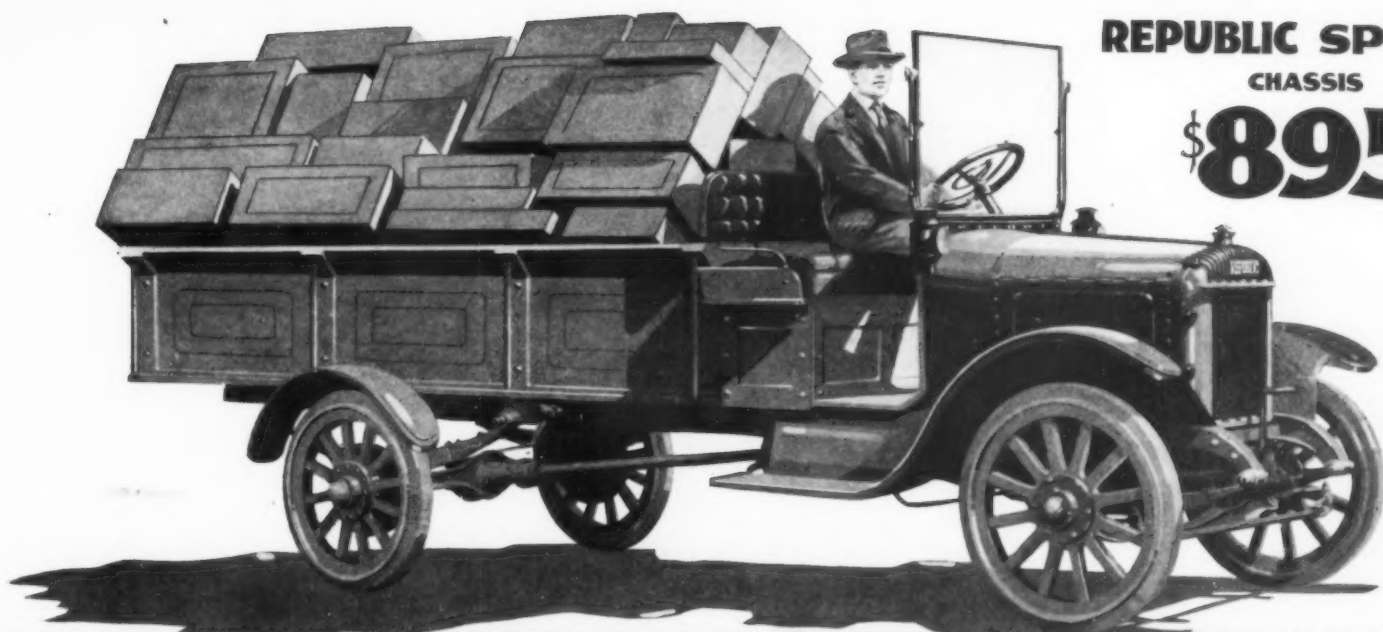
We are now installed in our hut and enjoy it more each day. I never before appreciated the comfort of an ordinary pine door on real hinges. I don't suppose you ever tried crawling through a hole in a canvas sheet. I had a happy faculty of catching my heel on the flap or canvas door and falling into my tent, upsetting something, and sometimes striking the ridge pole with my head. After getting into one of these things I could not stand erect except in an area 4' x 4'. Now we have three large (?) rooms with windows on three sides.

OCTOBER 5.

I don't believe in atrocities, but I do most emphatically favor reprisals. Why should we not bomb German cities? We do not want to kill innocent women and children—of course not—but they are bombing cities—and why? To terrorize, to shake the morale of troops and non-combatants. Bombing German cities will have a similar effect, but to a greater extent, because the German people believe they are omnipotent and boast that for three and a half years not a shell has fallen in Germany. Bring the war home to them, prove to them that the much vaunted, highly efficient army is cracking and the effect will be startling.

You ask about the English Tommy. He is nervy, quiet and apparently grateful; he is uncomplaining and easily satisfied; he is pugnacious and tenacious, but not vindictive. He is perfectly willing to admit that his enemy is a good fighter and is clever. He sees red when actually fighting, but at other times shows no particular animosity; he is typical of the nation—slow to start, but once in motion never stops until he reaches his goal.





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CHASSIS**

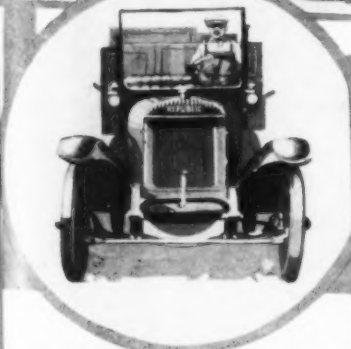
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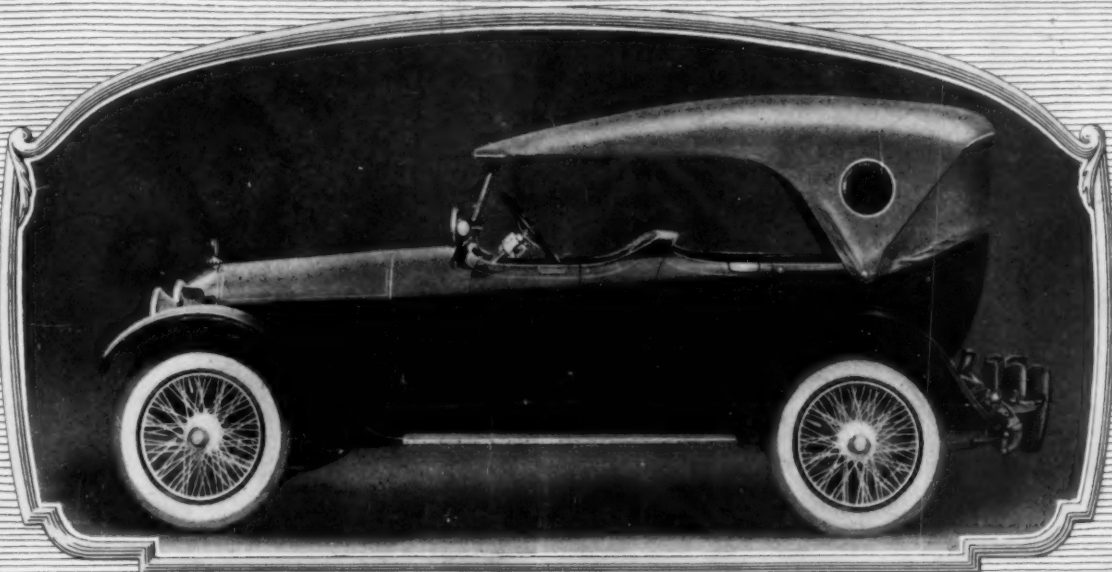
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